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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XX.

CHICAGO, ILLINOIS, DECEMBER 15, 1901.

No. 6.

{ ONE DOLLAR PER ANNUM  
SINGLE COPY, TEN CENTS.

# J. ROSENBAUM GRAIN CO.

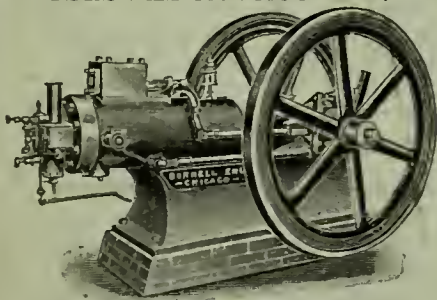
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## GRAIN BUYERS and DEALERS

Excellent Facilities for the Prompt Execution of all Orders for Future Delivery.

The BURRELL ENGINE  
USES GAS OR GASOLINE.



THERE IS NOTHING BETTER.  
Quality High. Price Low.

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Modern Appliances

For elevating and conveying grain and like commodities.

ROPE, BELT AND CHAIN TRANSMISSION.

COMPLETE OUTFITS FOR LARGE OR SMALL GRAIN ELEVATORS.

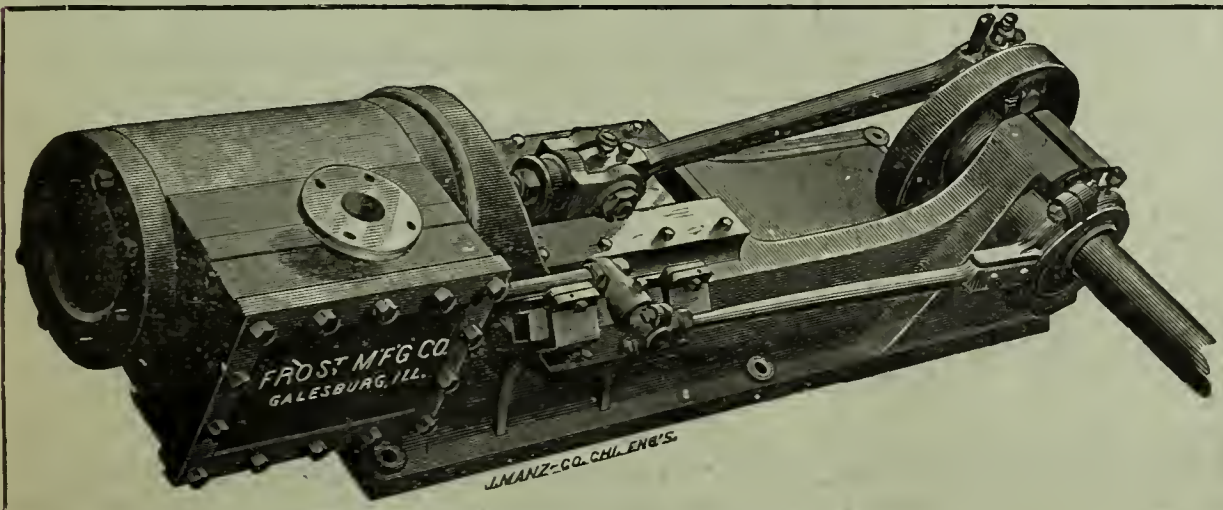
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EVERYBODY KNOWS THEM.  
EVERYBODY USES THEM.



Send for our catalogue.

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FOR PRICES AND DISCOUNTS

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Elevator Machinery  
AND SUPPLIES

—OF—

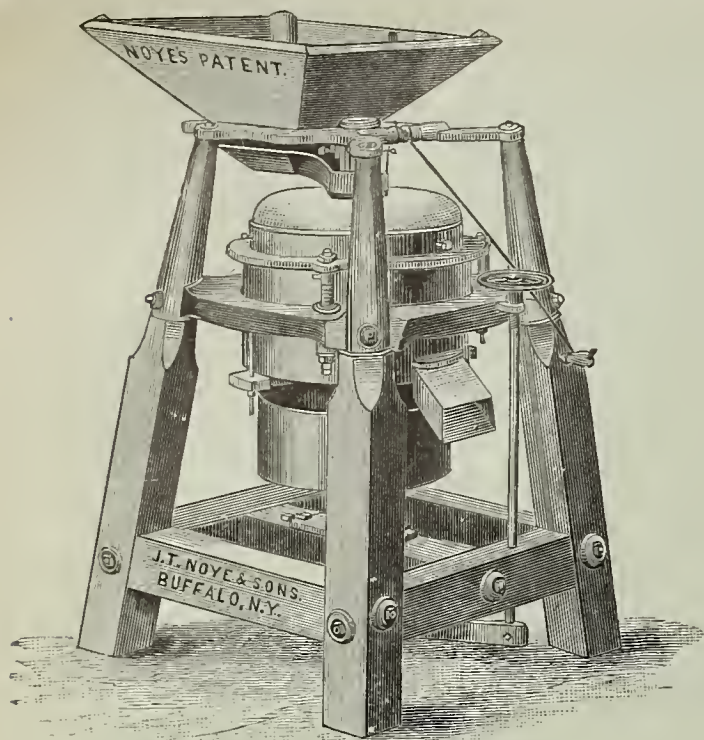
Every Description,

EITHER STEAM OR HORSE-POWER,

ADDRESS

THE FROST MFG. CO.,  
GALESBURG, ILL.





## THE OLD AND THE NEW

We can suit a conservative who believes in French burr stone for

### FEED GRINDING,

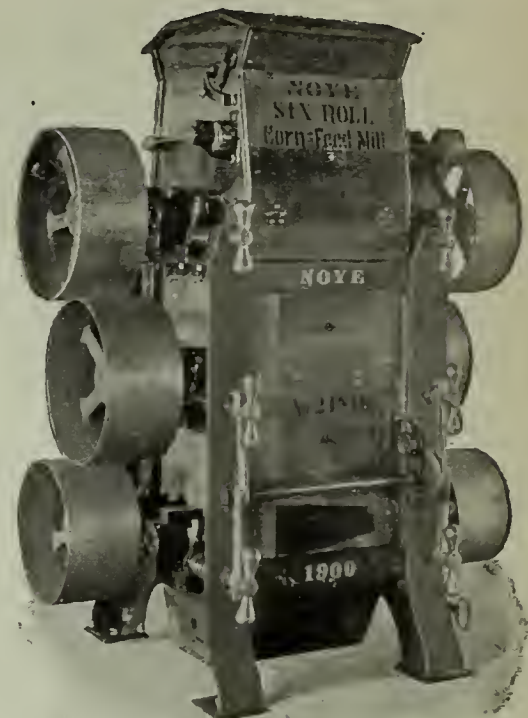
For we have the best stone mill on the market.

We also meet and exceed the expectations of the progressive with our famous

### SIX-ROLL MILL.

Grinds seventy-five bushels of fine meal per hour with fifteen horsepower. It grinds oats and cobs equally well.

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## Reduce Cost of POWER and INSURANCE

As well as danger to employes  
by equipping your elevator with

### Cyclone Dust Collectors

MADE BY

THE KNICKERBOCKER CO.,  
JACKSON, MICH.

## "THE IDEAL ELEVATOR BELT."

For Elevating, Conveying and  
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Gives the best results. Holds buckets firmly and securely, and resists heaviest strains. Will do 50% more work than the best rubber belt, and will outlast three of the same. Its record for nineteen years handling grain, stone, sand, ore, coal and clay substantiates our claim. Belts warranted uniform throughout. Made of any width up to 100 inches, and any length up to one mile.

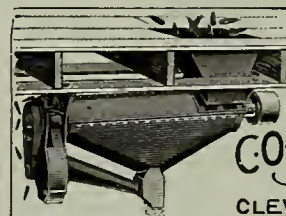
MAIN BELTING COMPANY, 1219-1241 Carpenter St., Philadelphia.  
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SEND FOR PRICE LISTS AND SAMPLE.

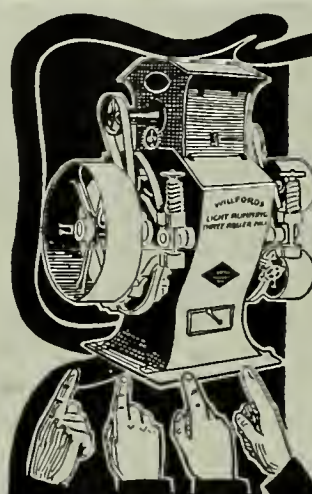
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Gibbs' Patent Dust Protector is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust and is the only reliable protector known. Perfect ventilation. Nickel plated Protector \$1, postpaid. Circulars free. Agents wanted. Gibbs Respirator Co., 30-36 La Salle Street, CHICAGO.



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Grain Elevator Machinery and Mill Supplies.

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and Boilers.

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All Styles of  
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Grain Buckets  
of all Kinds.

Flexible Spouts, Any Size or Length.

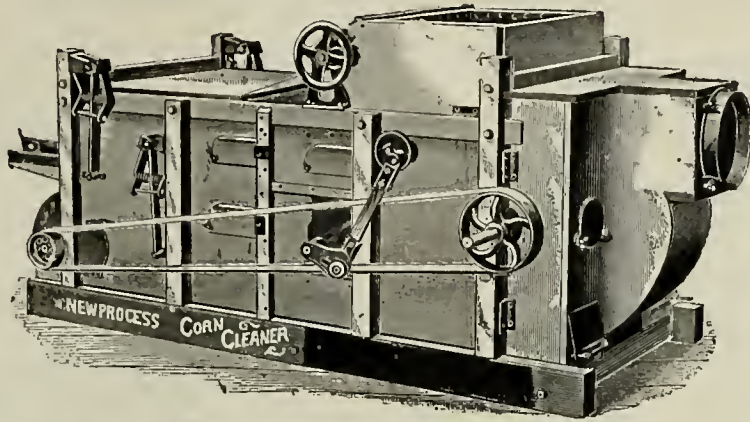


Fanning Mills and Warehouse Separators.

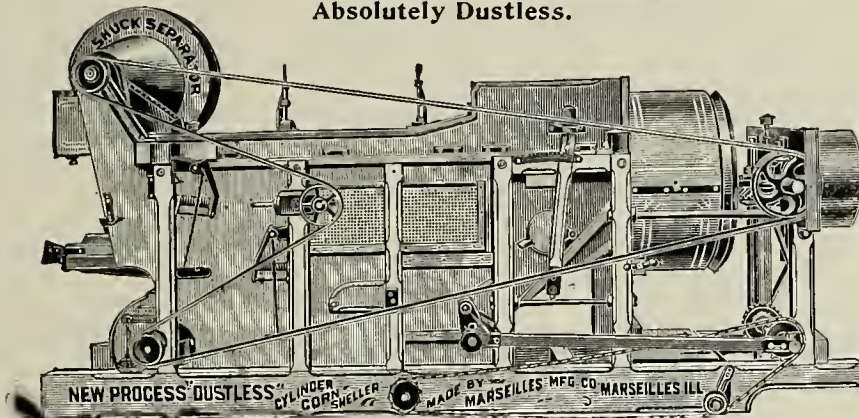
Pulleys,  
Shafting,  
Hangers,  
Gearing,  
Pillow Blocks,  
Set Collars,  
Sprocket Wheels,  
Chain, Rubber, Cotton  
and Leather Belt.

Power Transmitting Appli-  
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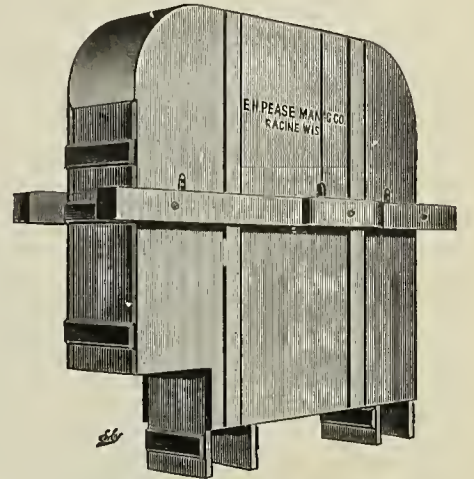
SHEET-STEEL WORK A SPECIALTY.



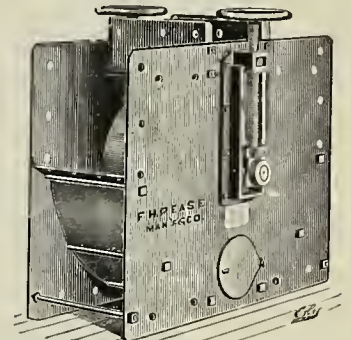
Easily Adjustable, Lightest Running,  
Absolutely Dustless.



New Process Corn Shellers and Cleaners, furnished either as  
Combined or Separate Machines, also with or without  
Husk Separating Attachment.

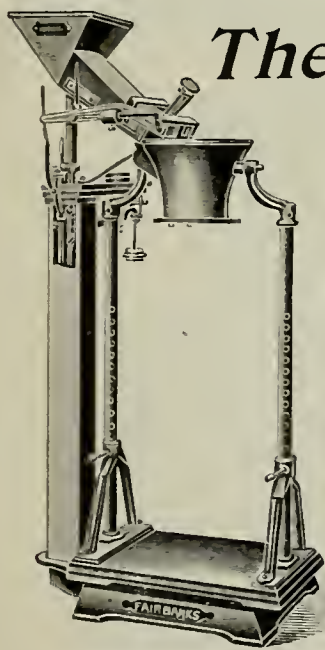


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Mechanically Perfect.



Elevator Boots, All Styles,  
Wood, Steel or Cast Iron.

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FOR WEIGHING AND BAGGING  
ALL KINDS OF GRAIN.

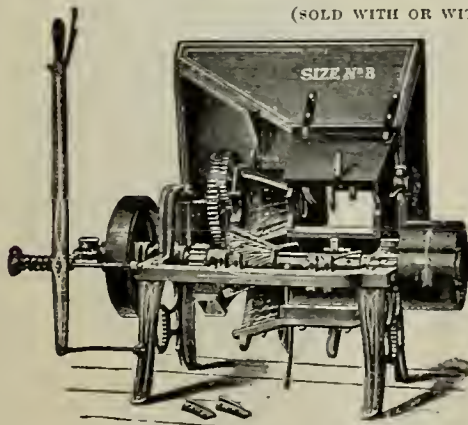
Rapid work. Saves time.  
Accurate weight. Best investment that can be made.

Write for Circular and Prices.

**Munson Bros. Co.,**  
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## The Best All-Around Feed Mill

(SOLD WITH OR WITHOUT SACKING ATTACHMENT.)



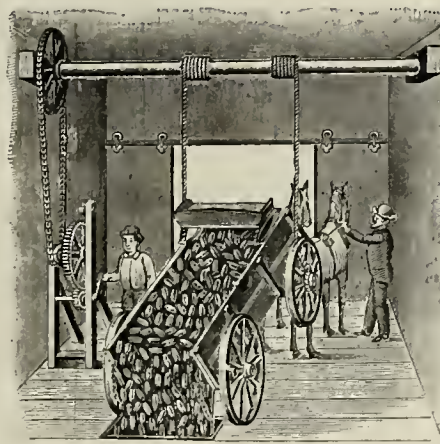
For *crushing ear corn*, with or without  
shuck, and *grinding* all kinds of *small  
grain*. The conical burrs are *light  
running* and ahead of rolls or stones in  
speed and quality of work. Has every con-  
venience belonging to a first-class modern  
feed mill. *Will grind Kaffir corn* in the  
head. Sold with or without bagging attach-  
ment. Made in seven sizes, ranging from  
2 to 25 h. p.

*You will need one early this Fall.  
Lay your plans now for a profitable  
season.* Our Catalogue sent for the  
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**The N. P. Bowsher Co.,** South Bend, Ind.

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### Automatic Warehouse and Elevator Machinery.



I have given the building of Warehouse and  
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the past thirty years and claim to furnish the  
most complete, convenient and labor saving  
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furnish plans and specifications on application  
for a complete automatic warehouse.

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tion of my

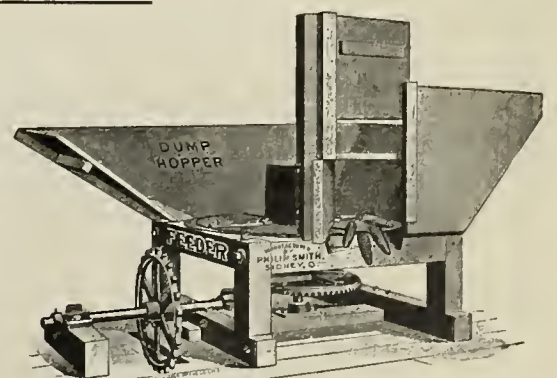
#### Latest Improved Overhead Dump

Which can be operated with ease, safety and  
speed, and we think that you will find that this  
dump embodies all the features required, with-  
out an objectionable point, and is within the  
reach of all grain men. This dump can be  
placed on a level floor, and is so constructed by  
a double gear that it can be operated by a boy.

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#### Ear Corn Elevator and Sheller Feeder.

Feeder will feed corn from the dump  
to the elevator or sheller with or without  
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per hour without any attention. Can  
be regulated to the capacity of the sheller  
or elevator while in operation. Can be  
made to feed either sheller or elevator  
by changing reverse board. It is made  
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a lifetime. Can be applied to dump now  
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are giving universal satisfaction.  
Prices furnished on application.



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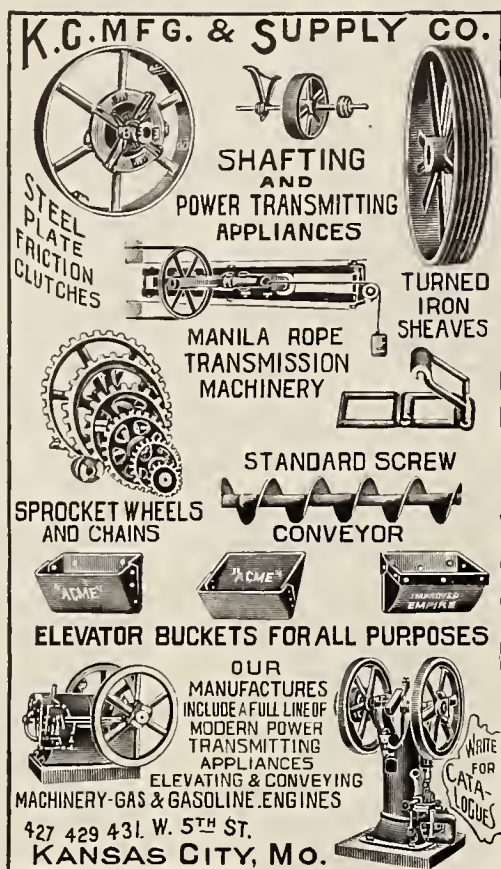
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**K. C. MFG. & SUPPLY CO.,**

Complete Grain Elevator Equipments Carried in Stock.

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SOUTHWESTERN  
AGENTS  
FOR  
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EXCLUSIVE  
AGENTS FOR  
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Steam Engines  
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Also Union  
Steam Pumps  
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Boiler Feeders,

Gasoline Engines,  
Spiral Conveyor,  
Pulleys,  
Hangers,  
Gearing,

Collars,  
Sprocket Wheels,  
Sprocket Chain,  
Elevator Boots,  
Elevator Buckets,

Flexible Spouts,  
Turn Heads,  
Wagon, Hopper and  
Dump Scales,  
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WRITE FOR PRICES AND CATALOGUE.

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ENGINEERS, FOUNDERS, MACHINISTS,

Main Office and Works, **Mishawaka, Ind., U. S. A.**Branches: CHICAGO, BOSTON, NEW YORK, CINCINNATI, ATLANTA, GA.,  
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MANUFACTURE A COMPLETE LINE OF

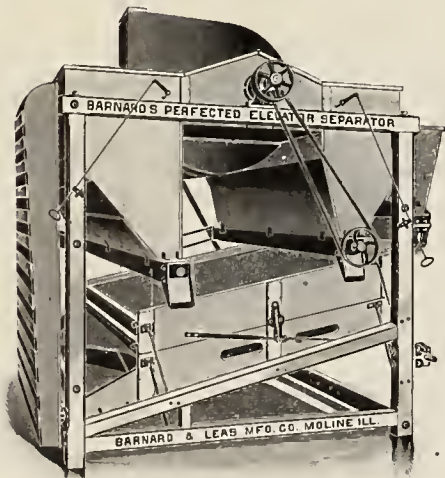
**GRAIN ELEVATOR  
MACHINERY**

Embracing latest types of Grain Trippers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

The following Grain Elevators, under construction or in operation, are among those recently equipped:

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Northern Grain Co., Manitowoc, Wis.,	- " 1,200,000 "
Northern Grain Co., Council Bluffs, Ia.,	- " 750,000 "
Botsford & Jenks, Meaford, Ont.,	- " 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	- " 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	- " 600,000 "
Electric Steel Elevator, Buffalo,	- " 1,200,000 "
McReynolds & Co., Hammond, Ind.,	- " 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	- " 1,200,000 "
Rosenbaum Bros., South Chicago, Ill.,	- " 1,000,000 "
Peavey Grain Co., South Chicago, Ill.,	- " 1,500,000 "
Chicago-O'Neil Grain Co., South Chicago, Ill.,	- " 750,000 " etc., etc.

Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

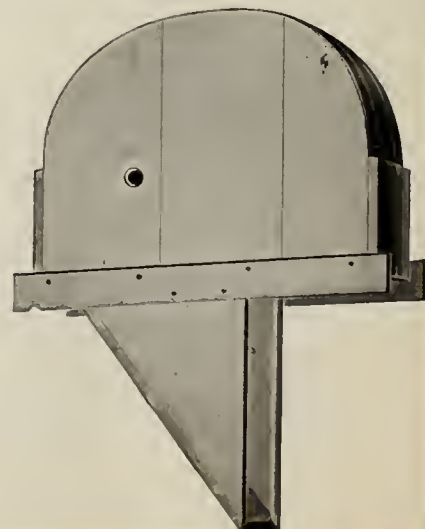
**ELEVATOR MACHINERY AND SUPPLIES.****Barnard's Perfected****Elevator Separator**

makes most efficient sieve and air separations of any separator on the market.  
Our new dust settling chambers catch and save everything drawn out of the wheat.  
These screenings can be sold for feed and thus increase your profit.

We also make the Victor Corn Sheller, the Cornwall Corn Cleaner, Willford Light-Running Three-Roller Feed Mill, Barnard's Two and Three-Pair-High Feed Mills, and a complete line of Scourers, Oat Clippers, etc.

WE MAKE OR SUPPLY

**Elevator Heads, Elevator Boots, either wood or cast iron,  
Distributing Spouts, Turn Heads,  
Indicators, Flexible Spouts for  
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Belting-Chain, Leather, Cotton, Rubber,  
Everything Needed in the Elevator Line.**

**BARNARD & LEAS MFG. CO.**Builders of Elevators and  
Elevator Machinery....**MOLINE, ILL.**



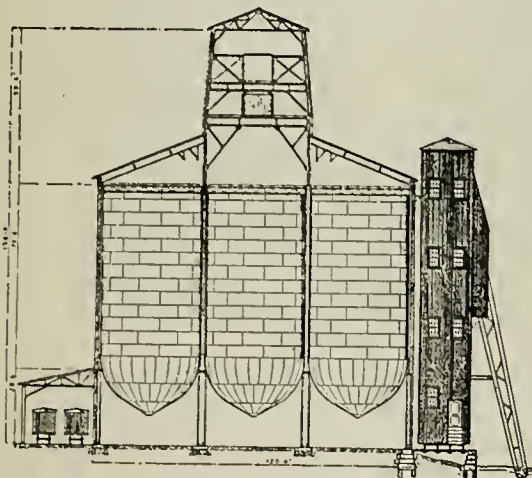
# Riter-Conley Mfg. Co.,

MANUFACTURERS, ENGINEERS, CONTRACTORS.

Grain Elevators of Steel,

ALSO

Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,  
Steel Buildings,  
Steel Stacks and  
Steel Construction of  
Every Description,

Designed,  
Furnished and  
Erected in  
All Parts of the World.

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Plate, Tank and Boiler Works, First, Second and Third Aves.

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LONG-DISTANCE TELEPHONE CONNECTIONS.

It is very gratifying for us to find our line of customers increasing with each succeeding month. We are constantly adding to our already excellent facilities for manufacturing the best machinery, and expect to maintain the high standard of quality and design that has characterized our line from the beginning of our business. It will give us great pleasure to mail you our general catalog of Grain Elevator Machinery.

## Stephens, Adamson & Co.

Manufacturers of  
GRAIN ELEVATOR MACHINERY

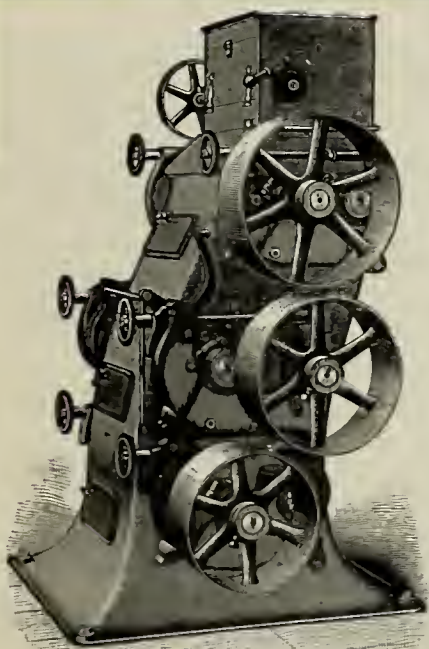
Main Office and Works:

AURORA, ILL.

CHICAGO OFFICE: 939-940 Monadnock Building.

D. B. PIERSEN, MANAGER.

Telephone Harrison 1379.



3-PAIR-HIGH, SIX-ROLLER MILL.

## CUSTOM WORK!

UTILIZE YOUR POWER  
BY OPERATING A GOOD MILL FOR GRINDING

**...FEED AND MEAL...**  
— IT PAYS —

WE MANUFACTURE

THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.

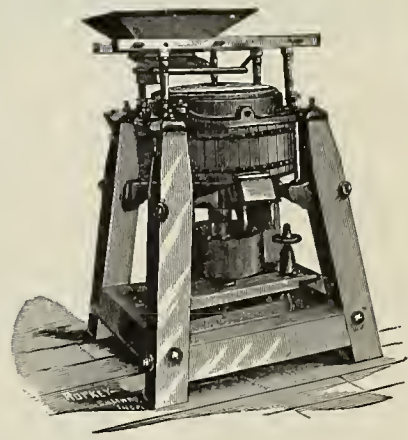
THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.

TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH BUHR MILLS,  
85 Sizes and Styles.

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VERTICAL  
UNDER RUNNERS,  
UPPER RUNNERS,  
PULLEY AND GEAR DRIVES.

## ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

## DUST COLLECTORS (Tubular, Automatic).

### CUPS.

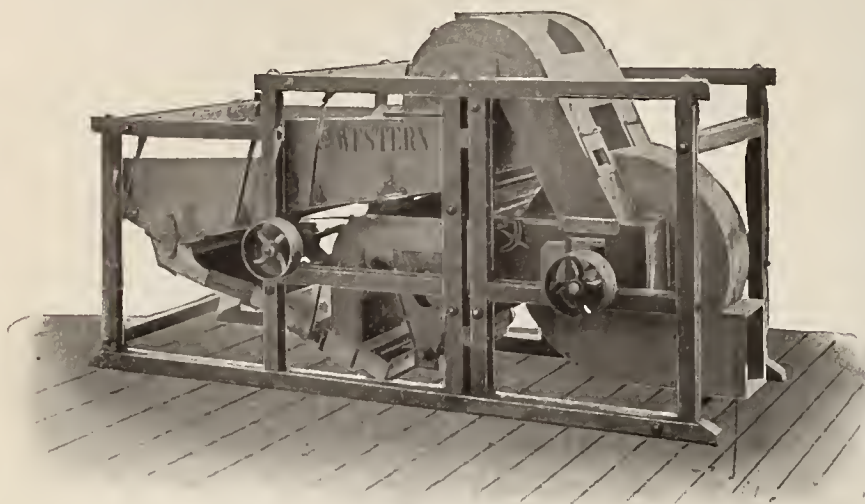
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FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.





Side View.

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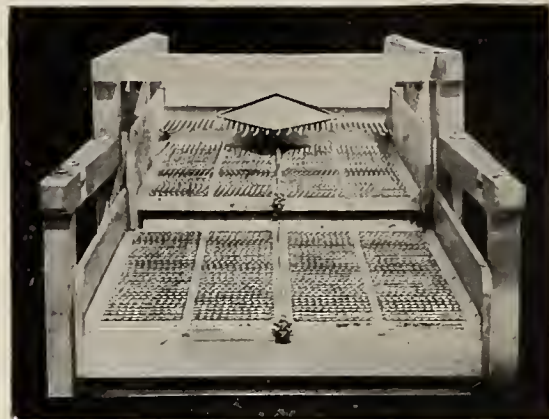
SOLE MANUFACTURERS.

Write for Catalog.

## The "Western" Shaker Cleaner

Separates CORN from COBS and Cleans WHEAT and OATS THOROUGHLY without changing screens.

Adjustable Screen.  
Perfect  
Separations.  
Perfect Cleaning.  
Duplex Shake.  
Strong, Light,  
Durable,  
Compact and  
Quiet.



End View.

## JEFFREY ELEVATING CONVEYING MACHINERY



Chains (All Styles),  
Sprocket Wheels,  
Shafting,  
Pulleys,  
Take Up Boxes,  
Belt Conveyors.

SEND FOR CATALOGUE.

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New York—Denver. Columbus, Ohio.

## INSURANCE

ON GRAIN ELEVATORS  
AND CONTENTS

Is furnished at cost by the

MILLERS' NATIONAL INSURANCE CO.,  
of Chicago.

It is a Mutual Company which insures more mills and grain elevators than any other company in the United States.

It has been in business 26 years and its average annual cost for insurance to mutual policy-holders has been about one-half of the board rates of stock companies.

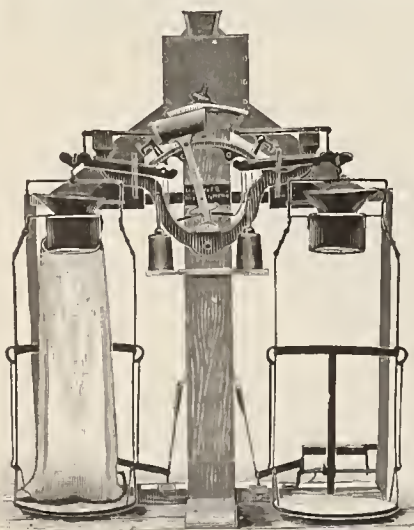
It had admitted assets, January 1, 1901, of \$2,828,533.69, and a net cash surplus over all liabilities of \$472,753.43.

The same conservative management which has directed the Company's affairs all through its prosperous existence will be continued.

Before placing your insurance, write to the Company at No. 205 La Salle Street, Chicago, for a copy of the circular and statement, which fully explains the Company's method of insuring your class of property on the mutual plan. If your risk is up to the required standard you cannot afford to insure in any other company.

W. L. BARNUM, SECY.

## Cutler Bagging Scale



For weighing Grain, Meal,  
etc., Automatically, in even  
weight packages.

Two  
Scales in  
One Frame

Operated by one man. Ac-  
curate, economical

Not an experiment. In suc-  
cessful use 10 years.

**THE CUTLER CO., North Wilbraham, Mass.**

## A Good Feed Mill

Is a paying investment.

Put one in your elevator and it will  
more than pay all your running expenses.  
It will be an accommodation to the farmers

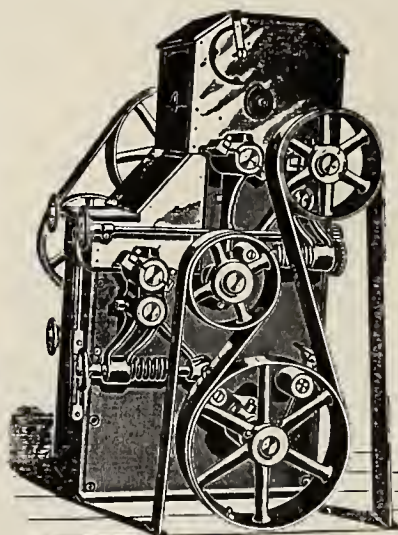
**AND WILL INCREASE  
YOUR TRADE.**

WRITE FOR CATALOGUE OF THE  
BEST FEED MILL ON EARTH.

Northwestern Agents for the Hyatt Roller Bearing.  
Write us; we can interest you.

**Strong & Northway Mfg. Co.,  
MINNEAPOLIS, MINN.**

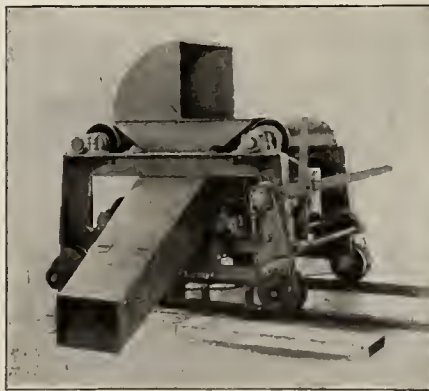
PLEASE MENTION THIS PAPER.



## THE LINK-BELT MACHINERY CO.,

ENGINEERS, FOUNDERS, MACHINISTS,

CHICAGO, U. S. A.



## Grain Elevator Machinery

INCLUDING

BELT, TRIPPERS,  
POWER SHOVELS,  
SPOUTS, BUCKETS, BOOTS,  
MACHINE MOLDED ROPE  
SHEAVES,  
SHAFTING, PULLEYS,  
SHAFT BEARINGS, GEARING,  
FRICTION CLUTCHES, ETC.

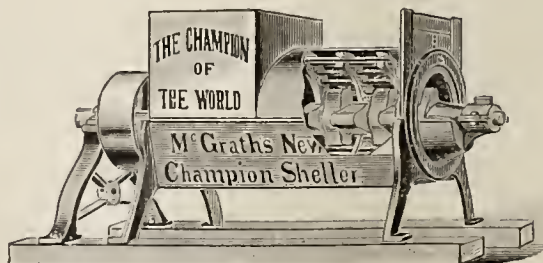
LINK-BELT ENGINEERING CO., PHILADELPHIA AND NEW YORK.

## R. H. McGRATH,

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MANUFACTURER OF

Steam Engines  
and Boilers,  
Mill Gearing  
and Machinery  
of all kinds,  
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Machine Work.



McGrath's  
Champion Iron  
Corn Shellers  
for  
Warehouses,  
McGrath's  
Grain Dumps.





# Our Claims for Our New "Eureka" Two-fan, Two-shoe Counterbalance Separator Are Fully



## Borne Out by One of the Largest Mills in Minnesota.

NEW PRAGUE FLOURING MILL COMPANY,  
New Prague, Minn., U. S. A.

MILLS AT NEW PRAGUE AND BLUE EARTH.  
Daily Capacity 2,400 Barrels.

THE S. HOWES CO., Silver Creek, N. Y.

August 12, 1901.

GENTLEMEN:—The "EUREKA" No. 167 Two-fan, Double-shoe Elevator Separator recently sold us has been thoroughly tested, and we are pleased to say it is the **finest working machine we have ever used**. The automatic feed works perfectly, equally distributing the grain in the suction leg, giving the air a chance to perform its work in a proper manner. The construction of the shoes are such that **the best possible screening is given** the grain, and the **separation of oats and other material is very satisfactory** to us, and we do not think it can be bettered. The air separations are strong and fully under control, and are all that may be desired. The **double shoe, driven by opposite eccentrics, forms a perfect counterbalance**, permitting the machine **to run without vibration of frame**, consequently no bracing of machine is necessary. In fact, the construction, finish and operation of this machine is such that we have no hesitancy in recommending it to others wanting a first-class separator.

Very truly yours,

NEW PRAGUE FLOURING MILL COMPANY,  
By J. S. K.

We will ship you a machine and guarantee it to do as good work.

Write for our new catalogue, full of improved machines.

# THE S. HOWES CO.

EUREKA WORKS.

ESTABLISHED 1856.

SILVER CREEK, N. Y.



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11 Traders Building, CHICAGO, ILL.  
5 Chamber of Commerce, MINNEAPOLIS, MINN.  
64 Mark Lane, LONDON, ENGLAND.

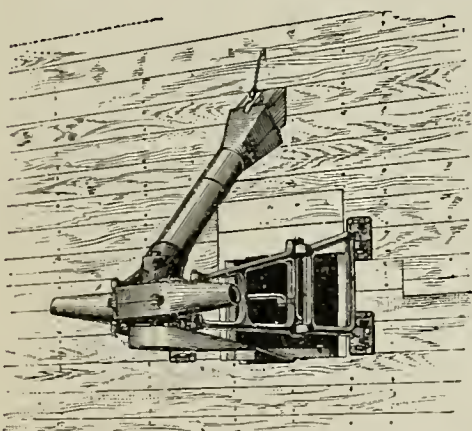
Duplicate parts of all  
"Eureka" machines  
built, from the time of  
Howes, Babcock &  
Co. In 1856, until the  
present.

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## The New Century Car Loader



Loads both ends of a car at the same time.

Loads any size car from end to end and full to roof, without the aid of hand labor.

Nothing to get out of order and cause trouble.

Guaranteed to load shelled corn, wheat, oats or rye from 2,500 to 3,000 bushels per hour, with but very little power required to operate.

Will not crack or grind the grain.

Sold subject to 30 days' trial.  
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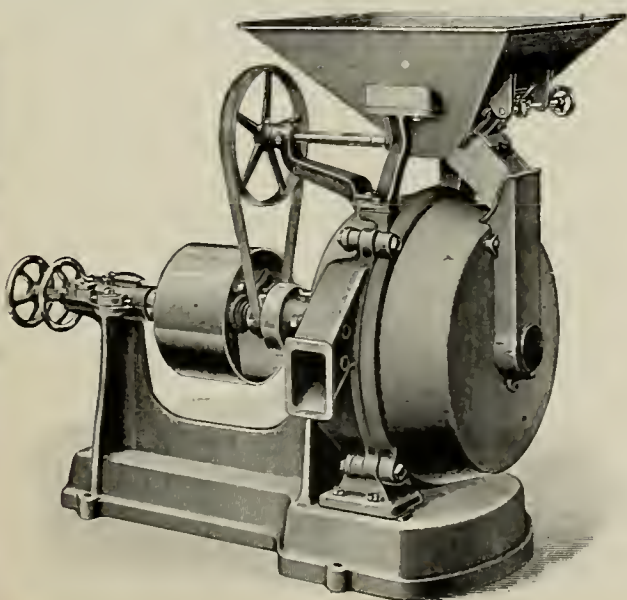
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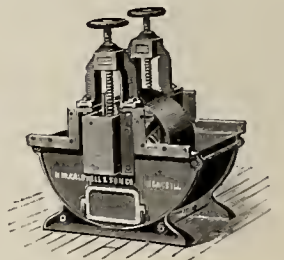
CALDWELL CORRUGATED SEAMLESS  
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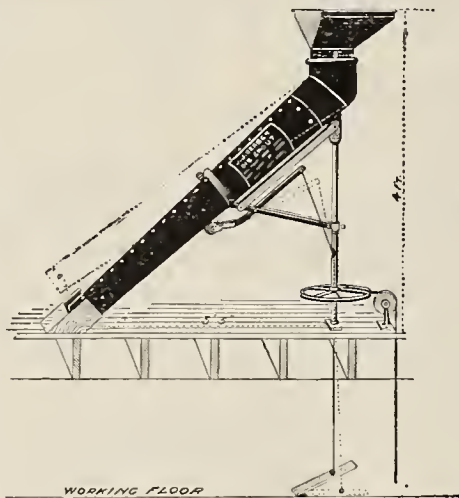
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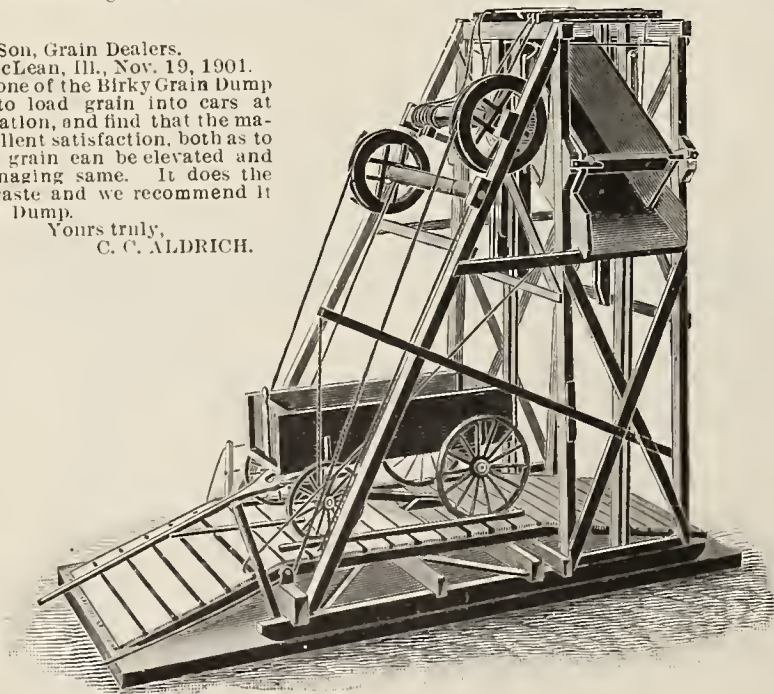


## THE BIRKY PORTABLE GRAIN DUMP AND ELEVATOR.....

—THE BEST BUILT—

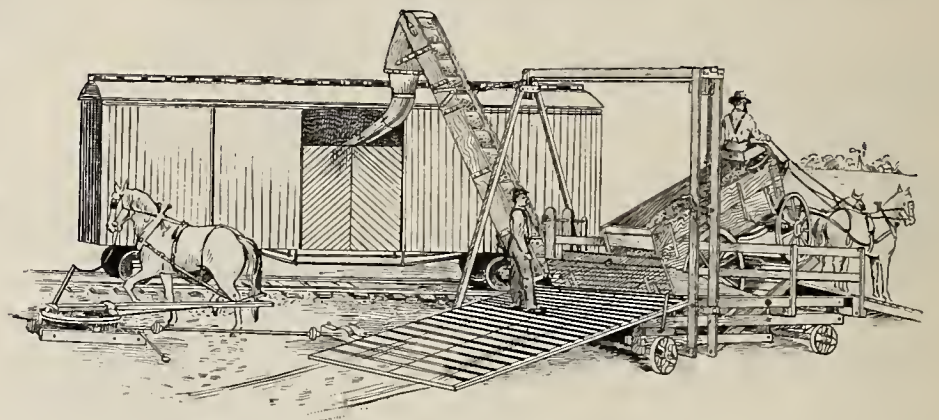
Possesses absolute safety, great strength and durability. Unexcelled for speed at which grain can be elevated and ease with which it is managed. Does the work without waste. Will handle 8,000 to 10,000 bushels of grain in 10 hours.

C. C. Aldrich & Son, Grain Dealers.  
McLean, Ill., Nov. 19, 1901.  
We have used one of the Birky Grain Dump and Elevators to load grain into cars at Funk's Grove Station, and find that the machine gives excellent satisfaction, both as to speed at which grain can be elevated and the ease in managing same. It does the work without waste and we recommend it as a satisfactory Dump.  
Yours truly,  
C. C. ALDRICH.



Try my Dump and Elevator and if not  
the best after 30 day's trial return it.

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## The Universal Grain Dump and Elevator.

Patented 1901. Safe, practical, durable, portable, convenient. The first and only practical device ever offered for the purpose of loading and unloading all kinds of large and small grain, and, in fact, almost anything heretofore handled with a scoop. It is especially constructed for elevating Ear Corn, Oats, Wheat and Shelled Corn, as it will not waste the grain. A labor-saver, a money-saver, a time-saver. The track buyer and elevator man will find it an indispensable aid to their business. Easily moved. Two horses can pull it like a wagon. Our machine is made of all hard wood and is not to be compared with the cheap pine makeshifts that are flooding the market. Sold direct to the consumer at dealer's prices. Send no money. All goods sold on 60 days' settlement and guaranteed to be just as represented. For further information, address

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710 TACOMA BLDG., CHICAGO,

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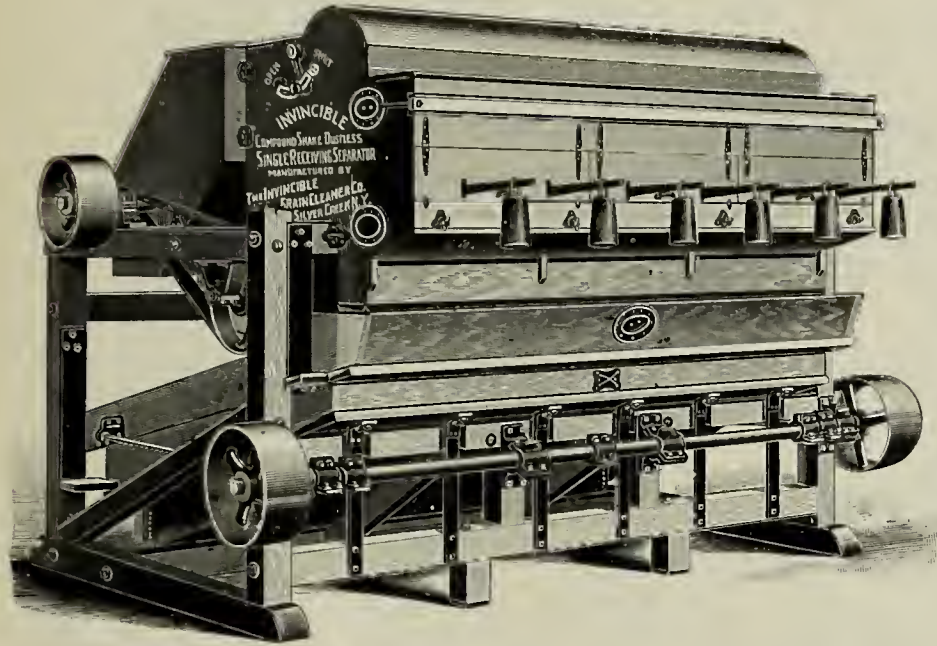
Present your buyers and branch managers with a year's subscription to the "American Elevator and Grain Trade." It will stimulate their interest in the business and enable them to render you more intelligent, profitable services.



NO SHAKE, NO TREMBLE—Steadiness Itself.

## The Invincible Compound-Shake Separators

Can be placed anywhere in the elevator.  
They never shake the building but stand as steady as a rock.  
Their work is perfect.  
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Are more largely used on this continent than all others combined, because they are the only machines that will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. These machines will operate successfully and rapidly at a temperature as low as 110 degrees. Practical millers and elevator men will appreciate this. It is one thing to kiln dry and another to put every kernel of grain into its normal condition by Nature's own method. *We can do it.*

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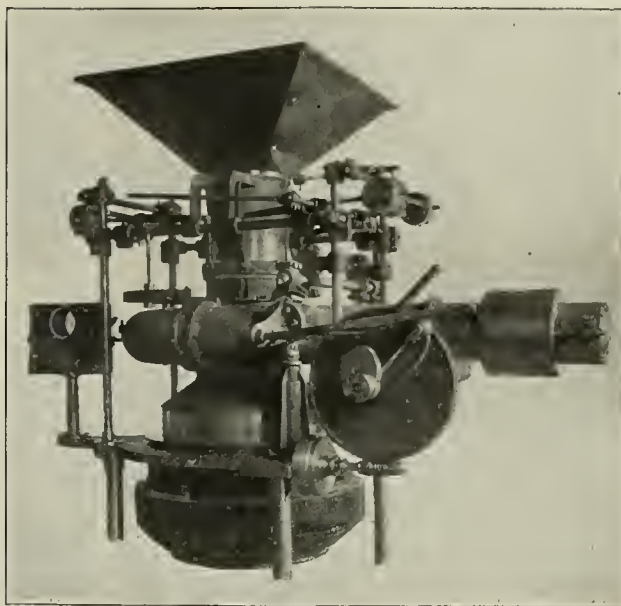
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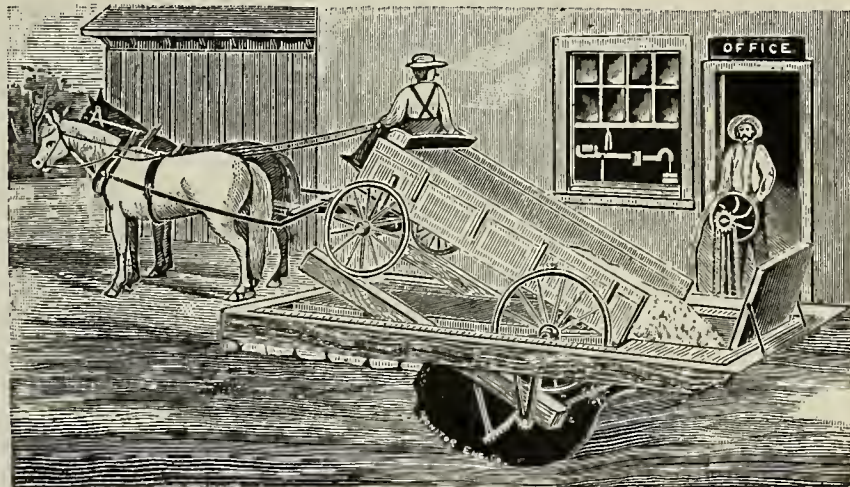
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At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

## Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE &amp; LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

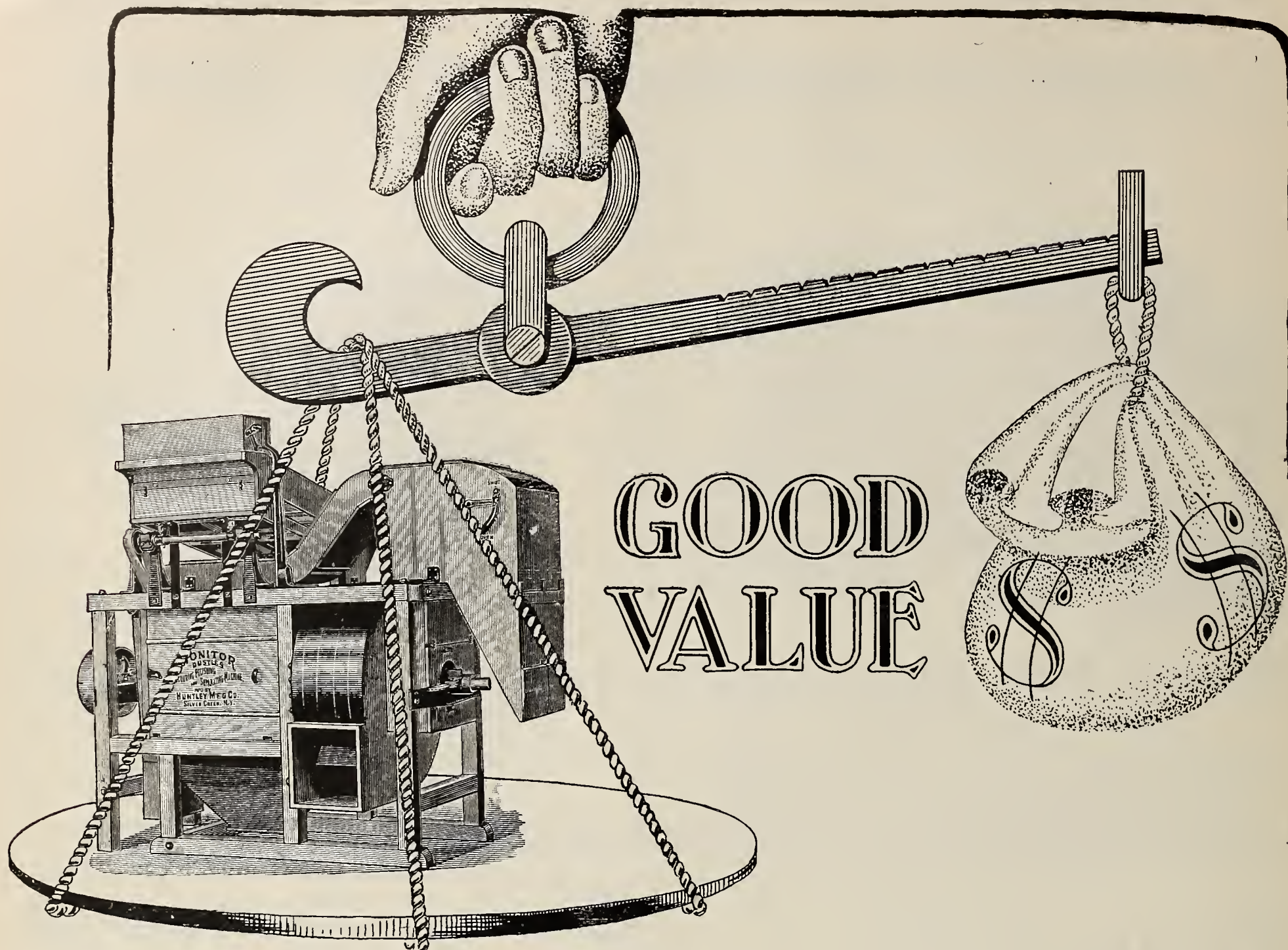
Yours truly,  
M. C. WOODWORTH.

MANUFACTURED ONLY BY

## THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE &amp; CO., St. Paul, Minn., Northwestern Agents.





The beauty about Monitor Machinery is that the longer you use it the better satisfied you are with your bargain. The longer you use it the more you are impressed with the fact that you got a little bit more than your money's worth in good effective machinery.

When weighed in the scales of experience the Monitor Machines force the Grain Man to one conclusion—that there is no Grain Cleaning Machinery manufactured to-day that has given such long and consistently thorough satisfaction as the Monitor.

He never heard of a Monitor Machine being thrown out because it did not do what we said it would do.

He never heard of a Monitor Machine failing to work at its catalogued capacity, and he knows another thing, that a dollar buys one hundred cents' worth when it comes to buying Monitor Machines.

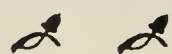
He knows that there is a bottom price, and he knows where that bottom price is, when he buys Monitor Machinery.

And all these things help to make the Monitor a generous measure in return for his money.

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# HUNTLEY MANUFACTURING CO.

*Monitor Works*



*Silver Creek, N. Y.*





A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XX.

CHICAGO, ILLINOIS, DECEMBER 15, 1901.

No. 6.

ONE DOLLAR PER ANNUM.  
SINGLE COPY, TEN CENTS.

### NEW ELEVATOR AT UTICA, ILL.

The various parties of tourists who each summer make the old Illinois & Michigan Canal a highway for their pleasure boats running from Chicago to the Mississippi River and the Gulf doubtless have had their attention attracted to the numerous old elevators located on its banks and those of the river between Joliet and Peoria. Many of these old houses were owned and operated by the pioneer grain buyers of Northern Illinois, whose capital did so much to develop the farms of Illinois lying within seventy-five miles of either bank of "the old ditch." They were usually called "ware-house" up to twenty-five years ago; and, like the old canal itself, some of them now show signs of decrepit age. Others, and these some of the oldest, have been kept in good repair and are still "doing business at the old stand." They are remarkably similar in general appearance. They stand on high stone foundations, have blank walls, large cornices, slightly pitched roofs, stubby cupolas, and generally they were painted white. The color is now faded; and where the big black sign, "Cash Paid for Grain," once visible for miles, ordinarily is not still conspicuous, even in its faded black, it will be found, on closer examination, to be there just the same, subdued in color but resisting all efforts of later painters to blot it out with superposed coats of the thin, watery and transparent colors of a less conscientious age of paint makers. The old canal house was stoutly built. It still stands true

and plumb, which will hardly be true of some of its modern and more showy rivals fifty years hence; and the only innovation about it now that pains an old-timer is its loading spouts on the side opposite the canal, which in the old time never existed, but which now hang over railway switch tracks—also an innovation to the premises.

the site of such an old canal house, which was built in the early days and after having made fortunes for its several owners was burned ten years ago. Three years ago the site was again covered with an elevator, which in its turn also was destroyed in the same way, early last spring. The present elevator is 36x60 on the ground, and 43

feet high to the square. It is divided into fifteen bins, each 12 feet square, eight of which bins are built from the ground up; five of the remaining seven are located over the driveway, while the other two are placed over the working floor. The foundation, which is of stone, is built upon a sand-rock formation, and is laid in cement mortar.

The bin walls are of the ordinary cribbed construction, and are sheeted on the outside with 8-inch drop siding. The roof is covered with white cedar shingles.

The power house, which is detached from the main building, is of brick, with concrete floor and metal roof. The power is furnished by a 30-horsepower Sterling Charter Gasoline Engine, from which the power is transmitted by a rubber belt to a friction clutch pulley on the

main shaft and from the main shaft to the cupola line shaft by means of rope transmission.

The machinery consists of three stands of elevators, two with 12x6 inch cups and one with 14x7 inch cups; one 500-bushel Marseilles Sheller and 500-bushel Marseilles Corn Cleaner. The sheller is located in the lower part of the elevator and is fed from the ear-corn dump by means of ear-corn drag chain. From the sheller the corn



DUNAWAY, RUCKRIGEL & CO.'S NEW ELEVATOR ON THE I. & M. CANAL AT UTICA, ILL.

Most of the old canal houses that have disappeared were destroyed by fire. The writer remembers one canal town alone which lost at least seven of its once ten or a dozen "warehouses" by fire—houses that were never rebuilt. In some cases new elevators of modern type now occupy the canal sites once so eagerly sought for in good market towns.

The elevator of Dunaway, Ruckrigel & Co. at Utica, shown in the first page engraving, occupies



and cobs drop to the large elevator and are elevated to the cupola and there discharged into the cleaner. From the cleaner the corn is discharged into the bins, while the cobs and dust are spouted to a cob and dust room located about ten feet north of the elevator. The other two elevators are used for small grain, there being a dump to each leg. The capacity is 50,000 bushels.

It is owned and operated by Dunaway, Ruchrigel & Co. of Ottawa, Ill., and was designed and built by G. T. Burrell & Co. of Chicago.

### W. W. CARGILL.

The lives of many business men occupying conspicuous places in the public eye are singularly devoid of incident. They are like those peoples whom the philosopher had in mind when he said they were happiest when they were not making history—or not allowing their politicians to make it for them. The business man's career may rival in simplicity the journeyings of Goldsmith's im-

hands of his son, W. S. Cargill, and while enjoying a well-earned rest, finds congenial employment in the development of a lumbering business in Arkansas.

### DUTIES AND OBLIGATIONS OF COMMON CARRIERS.

[From a paper on "Commercial Law," by Hon. S. W. Little of Towanda, Pa., read at the annual meeting of the National Hay Association at Indianapolis, in September, 1901.]

A common carrier is he who undertakes for hire to transport the goods from place to place of such as choose to employ him. Such common carrier may be a natural person, as an individual, or an artificial person, as a corporation. Whether natural or artificial, he has certain well-settled duties and obligations which the law imposes upon him and which he must perform or pay the damage for failure, if an individual, and, if a corporation, pay damage or suffer a forfeiture of its existence.

Corporations are creatures of legislative enact-

highest court of Pennsylvania, in the case of the Pittsburg Railroad Company against Racer, 5 Ind. App., 209; also in the case of Ill. Central R. R. vs. Cobb, 38 Iowa, 601, and numerous other cases which might be cited. For failure to do so, an action for the damage sustained, or an action by mandamus to compel the performance, or a proceeding by the attorney-general to annul their charter, are the common remedies.

Much inconvenience, loss and damage result to western shippers of hay every year by reason of the railroad companies failing to provide cars sufficient to transport the hay offered. The excuse offered by the railroads is that they have not cars enough to handle the traffic. This is not in the eye of the law a good and sufficient excuse, if it were the true reason, unless there should happen to be an unprecedented, sudden and reasonably unexpected excess of goods to be carried. In the case of hay and such products, this justification cannot arise. They do not come suddenly; they "cast their shadows before." A railroad company gets a charter from the state as a common carrier. That charter permits it to appropriate my land whether I will or no; it lays its tracks across my farm; it takes my best field for a depot and sidings. I raise a quantity of hay and store it in my barn by the side of the railroad yard and adjoining its tracks, relying upon the fact that the company impliedly promised, when these powers were granted to it by the state, to provide me with the cars necessary to carry my hay to market. I sell that hay at a good price. When I offer that hay to the railroad company for transportation, with the pay therefor, I am told the company has no cars for my use. I see the cars of that company passing daily laden with goods paying more money to the company because of a longer haul, or I find that other shippers living at competing points get what cars they want. I cannot get them, and my hay must lay in my barns and rot. Have these servants of the people become so mighty that they can defy my rights and violate the laws of our land, and I have no adequate remedy? The law says, No.

The constitution of the United States has given to Congress the exclusive power to regulate commerce with foreign nations, between our several states and with the Indians. While the various states have the right to regulate to a limited extent the duties of railroads within their borders when those roads are engaged in interstate commerce, yet that right is exercised under the police power of the state. When engaged in this interstate commerce the railroads are subject only to the law of Congress, passed February 4, 1887, and known as the Interstate Commerce Law. That law prohibits the railroads from imposing unreasonable charges; from making any special rates; from making any undue preferences among shippers; from charging more in proportion for a short haul than for a long one, except under special authority from the Interstate Commerce Commission.

This law also gives two modes of procedure to every man who is injured by any violation of this law by the railroads. Such person may bring a suit against the railroad in the courts of the United States and recover his damages, with costs and such fees to his attorney as the court may award; or, he may complain to the Interstate Commerce Commission, and that body is bound to hear his grievances and give him redress.

Most of the members of this Association are engaged in interstate commerce, and their complaints against the transportation companies are for doing those things which Congress by said law has prohibited. Why, then, do shippers so often and so long submit to such treatment? Because of the long, tedious and expensive road to justice. Could that road be shortened, many of the toll-gates abolished, justice brought nearer and the railroads compelled to do their duty, great would be the benefit to all living away from markets.

The annual convention of the National Grain Growers' Association will be held at Fargo, N. D., on January 7-10.



W. W. CARGILL.

mortal Vicar, whose travels were only from "the blue bed to the brown." The days may nevertheless be full of accomplishment, counting much only in the grand total.

The story of the career of W. W. Cargill, if told, as we must tell it here, after the manner of the impressionist, will have but few lines and little flare of color. Born in Setauket, Long Island, N. Y., in 1841, he came west at the age of twelve, settling in Wisconsin. At twenty (1864) he went into the grain business at Conover, Iowa. In 1870 he removed to that state, to make it his home, went later to Albert Lea, Minn., and in 1874 removed thence to La Crosse, Wis., which city has since been his home. This is little more than moving annually "from the blue bed to the brown." But in the interval business had been good. He had pushed it, and had never allowed it to push him, and at the present time the company which bears his name and of which he is the chief owner, the W. W. Cargill Company, of La Crosse, is operating over 250 country elevators and warehouses, which accumulate grain to be further concentrated at the company's terminal elevators at Minneapolis and Duluth, Minn., and Green Bay and La Crosse, Wis. The company is thus one of the largest cash grain dealers of the Northwest, with a business reputation that is an honor to its founder, as well as to the grain trade in general.

In 1898 Mr. Cargill gave the detail management of the W. W. Cargill Company's business into the

ment. They derive their vitality and their rights from their creator, which are expressed in and limited by their charter. The power creating them has the right, upon sufficient cause for failure to discharge the duties it owes to the state and to the public, to forfeit their charters and thereby put an end to their existence. To corporations which are common carriers certain rights are given not possessed by individuals, such as perpetual succession, eminent domain, etc. They are created for the express purpose of serving the public, and they should never forget that they are simply the servants of the public.

Among their obligations is that of receiving and transporting all the goods and merchandise brought to them for that purpose by any and all persons, and of conveying those goods promptly and with the greatest care and delivering the same to the consignee, or to their designated stations, with notice of arrival thereof to the consignee. They must do this with all goods of all persons brought to them for that purpose. They have no right to discriminate in any manner in favor of one shipper over another and they have no right to reject any goods for want of the necessary facilities for carrying them. They are under obligations to furnish all things necessary for the carrying of all goods offered (excepting, of course, goods that are combustible, explosive or dangerous), and to carry them promptly. This has been so decided by the



**IMPROVED BELT TRIPPER.**

The belt conveyor is a device generally adopted in large grain elevators for carrying large quantities of grain horizontally. The apparatus is very simple in construction, consisting of a rubber belt wide enough to give the required capacity, the upper strand of this belt being carried by what are known as concentrator or troughing rollers, and the return strand being supported by flat rollers of wood or iron. The conveyor is generally driven from the head end, the pulley carrying the belt being frequently covered with rubber to increase the friction between the belt and the face of the pulley.

Without a special device for the purpose, the conveyor of course would deliver the grain only at one end. In order to deliver at points between the ends of the conveyor the device known as a "belt tripper" is employed. This device consists merely of an arrangement of pulleys so placed that the belt is made to take a course somewhat like the letter S; and when the belt travels over the short bend of the upper pulley, the grain leaves the belt and is thrown into a spout placed to receive it. This spout directs the grain into the bins where the delivery is desired.

The principles of the operation of belt conveyors and belt trippers are no doubt familiar to the

then through the sprocket wheels and chain to the track wheels. The direction of movement of the tripper depends upon whether the upper or lower friction clutch is engaged.

It will be noticed that the gears are in housings, protecting the operator from being caught in the mesh of the teeth, and that the sprocket wheels and chain are within the frame instead of outside, the placing of the mechanism outside the frame being considered objectionable and dangerous. The upright lever, which is shown on the side view of the tripper, is used for operating the track brake. The purpose of this brake is to fasten the tripper into position when it has been moved into place. A peculiar arrangement of this track brake is that not only are the two side plates of the brake arranged to grip the rail, but when the lever is moved to disengage the brake, it not only releases the clamp pieces but lifts them above the level of the rail and thus places the clamp entirely out of contact with the rail.

Another detail which will be noticed by those familiar with the construction of belt trippers is, that instead of running the sprocket chain as a continuous chain around all of the wheels, each track wheel has an independent chain, and tightening wheels are provided, so that at all times the chain will have proper tension.

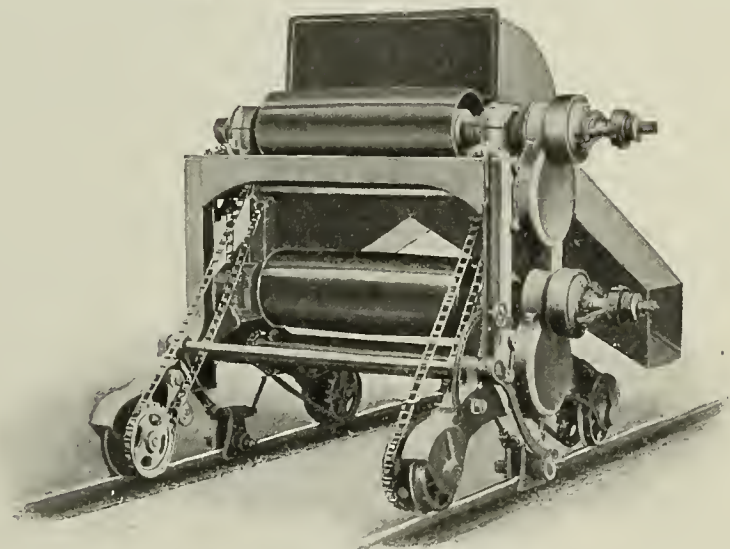
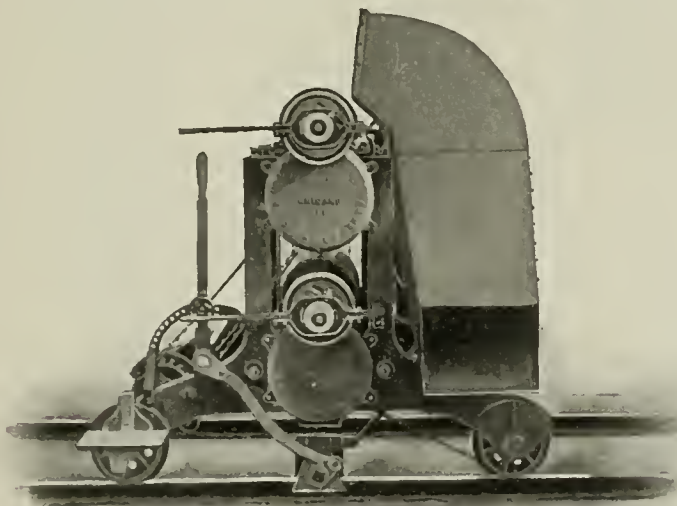
In offering this improved belt tripper to the

Ohio; R. S. McCague, Pittsburg, Pa.; S. C. Woolman, Philadelphia, Pa.; Walter Kirwan, Baltimore, Md.; C. D. Jones, Memphis, Tenn.; Daniel P. Byrne, St. Louis, Mo.; N. B. Hieatt, Kansas City, Mo.; C. C. Miles, Peoria, Ill.; E. P. Bacon, Milwaukee, Wis.; C. B. Slade, Chicago, Ill.; S. W. Yantis, Buffalo, N. Y.; A. M. Woodward, Minneapolis, Minn.; F. W. Murphy, Indianapolis, Ind.

**NO RELIEF GRANTED.**

The Canadian government has refused the petition of various shippers, members of the Montreal Corn Exchange, for a temporary abrogation of the Dominion coasting laws. The petition, dated November 20, said:

"Owing to extremely bad weather on the lakes in the past two weeks, every Canadian boat has lost at least one trip before navigation closes. This reduces our tonnage for grain from Fort William to Canadian ports by at least one and one-half million bushels, and seriously hampers us in filling our contracts for wheat which we have sold or contracted for with the railways to Goderich, Meaford, Collingwood, Point Edward, Midland, Owen Sound and Depot Harbor, and unless something can be done to help us out every grain shipper will have to default on his contracts. We would suggest giving American boats the privilege of carry-



SIDE AND END VIEWS OF H. W. CALDWELL & SON CO.'S IMPROVED SELF-PROPELLING BELT TRIPPER.

majority of our readers, and only matters relating to details of construction would be of particular interest. The general tendency in all machinery for grain elevators is toward greater attention to excellence of detail, and the demand of engineers is for a higher class of work throughout. In offering to the trade the belt tripper designed by them, the H. W. Caldwell & Son Co. have endeavored to fill this demand, and the attention to details in the construction of the tripper manufactured by them is evidence of an effort to produce the highest class of machinery for grain elevator work.

Upon examining the illustrations it will be noticed that the frame of the tripper is of a substantial design and so arranged that all strains are properly provided for. It is heavy in construction and strongly braced. The bearings for the pulley shafts are ring-oiling, arranged to prevent dust from entering, and the pillow blocks are so arranged that the bearings may be adjusted so that the pulleys can always be kept exactly in line.

The tripper shown is what is known as a self-propelling tripper; in other words, the conveying belt itself furnishes the power necessary to move the tripper back and forth upon its track, so that the tripper can be placed wherever desired. It is in the arrangement of this self-propelling mechanism that the chief improvements in design have been made.

It will be noticed that attached to the pulley shafts are two friction clutches. These friction clutches are attached to the gears, which are within the gear housings shown on the illustration. These clutches are not engaged when the tripper is stationary and delivering grain, but when it is desired to move the tripper along its track, one or the other of the clutches is engaged and this transmits the power from the shaft through the gears,

trade, the H. W. Caldwell & Son Co., Chicago, Ill., believe that there is a demand for a high-class machine of this description in grain elevator work, and that even at a slight additional cost over the belt trippers of older design, it will be preferred by elevator engineers and builders of grain elevators who recognize the necessity of high-class machinery in their work.

**GRAIN DEALERS' NATIONAL ASSOCIATION.**

The following is a complete list of the standing committees of the Grain Dealers' National Association for 1901-1902:

Executive Committee—Chairman, B. A. Lockwood, Des Moines, Ia.; J. W. McCord, Columbus, O.; George A. Stilbans, Chicago, Ill.; A. R. Sawers, Chicago, Ill.; J. P. Harrison, Sherman, Tex.

Arbitration Committee—Chairman, H. H. Peters, Chicago, Ill.; J. A. King, Nevada, Ia.; T. W. Swift, Battle Creek, Mich.

Transportation Committee—Chairman, C. M. Harrington, Minneapolis, Minn.; Thomas Costello, Maroa, Ill.; G. L. Graham, St. Louis, Mo.; Fred Mayer, Toledo, Ohio; E. L. Rogers, Philadelphia, Pa.

Trade Rules Committee—Chairman, W. N. Eckhardt, Chicago, Ill.; J. L. Wright, St. Louis, Mo.; W. W. Cargill, La Crosse, Wis.; John C. Robb, Kingfisher, O. T.; C. England, Baltimore, Md.

Legislation Committee—Chairman, P. E. Goodrich, Winchester, Ind.; L. Corfelyou, Muscatine, Kan.; George R. Nichols, Chicago, Ill.; F. D. Stevens, Purcell, I. T.; W. C. Bayles, Mt. Pleasant, Iowa.

Committee on New Members—Local Chairman—C. Knox, Toledo, Ohio; F. F. Collins, Cincinnati,

ing grain in from Fort William to either of the above ports for the balance of the season."

Upon receipt of the petition the minister of public works communicated with shipowners, one of whom, at least, thought that under the circumstances no harm could be done by granting the petition. The Montreal grain men meanwhile sent a deputation to Ottawa to urge the petition in person. There was opposition to the movement, and in refusing to grant the relief asked for Mr. Tarte, representing the council, said:

"The consensus of opinion among grain men on the lakes is that the government must not give permission for the free admission of American bottoms this fall. One message I have received says: 'We feel strongly that a temporary inconvenience to shippers should not change the fixed policy of the government. The admission of American boats to the Canadian carrying trade would create alarm in Canadian ship-owning and building, and would jeopardize their interests.' It is quite true that we have not enough Canadian ships, but if the American vessels are admitted to our coasting trade we will never have any. I am sorry for the Montreal grain men and shippers. We have now excellent elevators at Collingwood, Meaford, Goderich and Midland, and will soon have another at Point Edward, but we have not the Canadian bottoms to handle the grain."

A company has been organized to manufacture the Poole Broom Corn Harvester at Wichita, Kan., a new invention.

Reports by farmers direct to Prof. Shamel from Illinois corn fields indicate a large number of barren corn stalks. In some counties, like Wabash and Edgar, the fields reported from average from 56 to 81 per cent barren.



**ANOTHER TRANSFER HOUSE.**

Anyone passing out of South Bend, Ind., toward Chicago during the past few months has had the opportunity of seeing another modern elevator grow apparently out of the soil of the flat prairie adjoining the tracks of the Illinois, Indiana & Iowa ("Three-I") Railroad near the Indiana city named. This is the elevator which the Interior Transfer Elevator Company has just completed for handling a transfer and cleaning business of 100 cars per day. The large illustration is an excellent picture of this plant, barring the fact that the artist neglected to bring his "square" lens to take a photograph of a rectangular building, the apparent leaning of the elevator wall toward an imag-

generally adopted for wood construction by modern elevator builders.

About fifty feet of cribbing rests on the girder system and then comes the cupola. There is a distance of twenty feet from bin floor to the scales and there is to be seen on this floor the five trolley spouts from the receiving and shipping scales and the two trolley spouts from the cleaner legs. Being used to the confusion of spouts, conveyors, legs and railings usually to be seen on a bin floor, it is a relief to find an elevator so simply arranged, in which every piece of machinery has such wide-reaching functions and in which the many duties are performed by means of so little apparatus.

Ascending to the scale floor, there will be found

be consumed and utilized as fuel under the boilers, to furnish steam for the entire plant—this is the outline of what one sees.

On every floor in the cupola two lengths of fire hose with 15-inch by 1½-inch brass ring nozzles, have been staring one in the face as he passes along, and in addition are a couple of vicious-looking fire extinguishers located next to large barrels filled with water and surmounted by a couple of fire pails. These appliances are here not only to reduce insurance, but for actual protection against any case of spontaneous fire that may occur.

Descending again to the first floor we find under one cover the two receiving tracks located one on either side of the three receiving legs and so ar-



NEW TRANSFER ELEVATOR OF THE INTERIOR TRANSFER ELEVATOR COMPANY NEAR SOUTH BEND, IND.

inary center being all in your—that is the camera's—round eye, so to say.

The house was built near the site of the elevator, owned and operated by the same company, which was burned about a year ago; and this time the owners have taken every precaution not only to reduce the cost of insurance on their enterprise but to actually prevent the recurrence of a fire that would deprive them of a terminal house for an entire season.

The elevator with its car inclosures occupies a space of 64x128 feet; and as the underlying ground is quicksand, the entire building rests on a floating grillage of two thicknesses of oak plank crossing one another and covering practically the entire site. Around the receiving tanks piles were driven, capped with oak and surrounded by sheet piling, so as to prevent any encroachment from the surrounding soft soil. Heavy concrete piers were built on top of the grillage to support the superstructure, which consists of wooden posts, corbels and girders, assembled in the so-called McLeuman style,

five 1,800-bushel Fairbanks Scales, standing in one row and so arranged that all signals from below can be seen by the weighman from any point on the floor. The garner floor above the scales is equally plain. It contains five garnerers of 1,800 bushels' capacity each and so arranged that not a particle of dust can escape.

The most remarkable floor in the building comes next—the machinery floor. A line of shafting in the center studded with friction clutches, bearings, collars, oil pans, levers, ropes and what not; the two heavy receiving legs on one side pattering away as the large buckets throw the grain into the garnerers underneath through spouts lined with ¾-inch steel to prevent abrasion and wear, at the rate of 7,500 bushels per hour each; on the other side the ponderous shipping leg, with its 15,000 bushels' capacity trying to outdo its two comrades on the opposite side; the busy whiz and burr of the exhaust fan sucking the dust from all these elevator heads and garnerers and floor sweepers, and blowing it directly hundreds of feet away and below to

ranged that cars on the tracks may be alternately discharged into both sides of the receiving legs, so that no time may be lost in spotting the cars on one track while cars are being unloaded on the other one.

Double Clark Steam Shovels effectively unload the grain from the cars into the capacious sinks, and Sandmeyer Spouts from the shipping scales above, attached to the car loaders, are so arranged as to load and perfectly trim the loaded cars without resorting to any hand labor. A heavy double car puller, located in a cast-iron frame and capable of pulling a whole train of cars, is placed at the further end of the building, with double car puller sheaves leading to each receiving track.

The balance of the first floor space is occupied by three Monitor Oat Clippers and one Monitor Cleaner, of the largest sizes, made by the Huntley Manufacturing Co. of Silver Creek, N. Y. The cleaning side of the house, with its two cleaner legs of 4,000 bushels' capacity per hour each, is entirely separated from the receiving and shipping



side by means of the receiving track, which runs through the house. And here again an exhaust fan attracts our attention, removing dust from the clippers, cleaner and the floor sweepers. As yet we have seen no dust excepting just where the steam shovels pull the grain out of the car. Here, again, the visitor is confronted by a series of four sets of hose, with ring nozzles, fire extinguishers, water barrels and pails, as on the floors above. The entire space underneath the first floor is covered with concrete and finished with cement, and is provided with floor sweepers, leaving no space where dust can collect. Even the stereotyped exterior of an elevator has been changed in this instance, as all cornices of every description have been omitted so as to leave no chance for flying sparks or cinders to find a lodging place.

A commodious office is located at one end of the elevator, which is provided with test drawers, blackboard, desk, telephone, steam heat and electric light. There will generally be found Mr. Selsor Orr, the clever and jocular superintendent of the plant; and as will be seen from the accompanying photograph, like most general superintendents, he wears his evening dress during his working hours as well.

Proceeding now to the power plant, located twenty-five feet away from the elevator so as to obtain every benefit of the lower insurance rate, we are met by Mr. Perkins, the erecting engineer of the large Hamilton-Corliss Engine and its appurtenances. The engine and boiler house is 42 feet wide by 55 feet long; then come a metal stack 50x140 feet, and a carpenter shop, with coal shed 25x36 feet in size, the latter being covered entirely with corrugated iron. The power is provided by means of a 28x48-inch Hamilton-Corliss Automatic Engine of 600-horsepower capacity, and a battery of three tubular boilers of a combined capacity of 600 horsepower, with all the usual steampipe connections, heater, feed pump, etc. The boiler room is spacious, and the boilers are fed by the dust from the cleaners and elevator floors, conducted by blow-pipe system. The engine room has also a 750-gallon underwriters' fire pump and an electric



GEO. A. WHITE AND SELSOR ORR.

light plant, consisting of engine, dynamo, switchboard, etc., and also the end of the jackshaft running into the elevator proper. All the power transmissions in the house consist of endless manila rope, arranged in a most practical manner.

Between the elevator and the engine house is located a well 16 feet in diameter by 16 feet deep, having a capacity equal to the combined suction of the fire pump and feed pump. This well is built in Monier construction under the direction of Mr. E. Lee Heidenreich of Chicago, representing this system. Many difficulties have been encountered in the neighborhood in sinking wells, and the lowest bid for putting in a brick well at the elevator was \$3,000. The actual cost of the Monier well did not exceed \$500, and it was sunk without any difficulty whatever and completed in less than a week.

To facilitate the functions of the car puller, the unloading tracks leading into the elevator are placed at a slight down grade, and the company has some 1,200 feet of clear track at each end of the elevator for car space. Considering the effec-

tive horsepower and the fact that all the machinery in the elevator is designed with a view to utilizing this power to its best advantage, provision having been made for a future tank storage house, this elevator plant must be considered as one of the best equipped in the country.

One of the pictures shows the genial features of Mr. George A. White, manager, standing with Mr. Orr in the temporary office before the elevator was started, contemplating the future greatness of their enterprise, while another shows the same two gentlemen accompanied by the well-known Mr. Milton Churchill, president of the company, and their country house builder, "Joe" Moll, after the elevator had been started full blast and to their entire satisfaction.



SELSOR ORR, SUPERINTENDENT.

The elevator was built under the direction of Mr. E. Lee Heidenreich of Chicago, who furnished the plans, specifications, etc., and was represented at the elevator by Mr. Robt. Kumm as foreman of construction, and the machinery was furnished by the Dodge Manufacturing Company of Mishawaka, Ind.

The Interior Transfer Elevator Company has spent upward of \$70,000 on this enterprise. It is to be hoped that their initial success in starting up will be continually repeated in the steady running of the house. It will be used for transferring grain originating at the country stations of the Churchill-White Grain Company along the line of the "Three-I" road in Indiana and Illinois, and also to transfer grain received by the "Three-I" road from its western connections into eastern cars.

#### N. Y. CENTRAL IMPROVEMENTS AT BUFFALO.

The New York Central Railroad is preparing to remodel its Buffalo grain terminus by which its capacity for handling grain will be increased about 100 per cent. The trackage at the "Niagara Elevators" will be increased by the removal of Elevator C, which was advertised for sale on condition of its removal between December 15 and March 15, 1902, the space occupied by the elevator to be covered with new tracks and a package freight warehouse. New spouts will be placed in the Niagara Elevators to load grain into cars on the north side, and with the improved facilities it is believed the company will be able to load fully 300 cars every 24 hours, or about 100 per cent more than at present.

#### TRANSFER ELEVATOR AT DANVILLE, ILL.

A new transfer elevator is to be built at Danville, Ill., on land lying between the Big Four and C. & E. I. tracks, both of these roads joining to back W. M. Prillman of Rossville, who will operate the elevator. The plant will consist of a working house and a number of tanks to hold about 500,000 bushels. The work of construction is expected to begin early next spring.

Battle Lake, Minn., made its first shipment of corn on November 25. It brought 42 and 45 cents at the elevator.

#### DEVELOPMENT OF THE SEED BUSINESS.

Although the seed business in this country had its beginnings in colonial times, yet its greatest development has been seen during the past twenty-five years. So far as appears from investigations made by A. J. Pieters, of the division of botany of the Agricultural Department, the first sales of seeds were made at Newport, R. I., by Nathaniel Bird, in 1763. Mr. Bird was a bookseller who had received a small lot of onion seeds from London.

The early sales of seeds in New York (1765) were of hemp and flax, and (1776) garden seeds; but Boston was the chief city for the sale of garden seeds, as it was the commercial center at that time. In the Boston Gazette of 1767, six out of twenty-six advertisers were dealers in seeds. Some of these did not advertise other goods, but it seems doubtful whether they were seed dealers exclusively. William Davidson, the gardener in Seven Star Lane, Boston, offered in 1768 seeds of fifty-six varieties of vegetables and herbs, and of one flower, the carnation. Some of his prices were as follows, per ounce: Lettuce, 3 to 4 pence; cabbage, 9 pence to a shilling; cauliflower, 3 shillings; carnation, 4 shillings. Most of the other vegetable and herb seeds ranged from 2 pence to a shilling per ounce; peas, early golden hotspur and early Charlton were worth 24 shillings per bushel, or 10 pence per quart. Davidson dealt in seeds, wholesale and retail for cash.

The Revolutionary War destroyed the trade for the time being, and the first advertisements showing a revival of the trade in imported seeds appeared in 1804. Two of the leading names in the trade in the early years of the last century were Bernard McMahon (1807), Philadelphia, Second street, below Market, and Grant Thorburn (1809), New York. The most popular seeds in the first quarter of the century were those known as the "Shakers' seeds." These were popular as early as 1818. They were sold by regular dealers and peddled about the country in the Shakers' wagons. The population of the United States had increased



G. A. WHITE, S. ORR, JOE MOLL AND MILTON CHURCHILL.

from a little more than three millions of whites in 1790 to ten and a half millions in 1830. While most of the trade between 1820 and 1850 was local or wholesale to country dealers, a change took place with the advent of the locomotive. The larger houses reached out for wider fields, made accessible by railways, and new firms sprang up in every city of considerable size, as transportation made possible the development of the mail order trade.

The seed farm in this country began when David Landreth established a small farm at Philadelphia in 1784. At first but a few acres were cultivated, and these were mostly occupied by the nursery. As the business grew more land was added, until in 1860 some 600 acres were under cultivation near Philadelphia alone. The Clairmont seed gardens, near Baltimore, Md., supplied some of the dealers of that city about 1851, and probably earlier. The opening of the Civil War found the country still largely dependent upon imported garden seeds. The heavy taxes and the premium on gold raised



the prices of all imported seeds to such an extent that the dealers began to look anxiously for a home supply. This condition stimulated home production, and as many seed farms were established between 1860 and 1870 as during the thirty years before the war. Since the close of that war the business of seed growing has rapidly increased. Notwithstanding some importers of seeds declared in 1867 that American seed growing was a myth, the census of 1890 showed that there were in the United States 596 seed farms, containing 169,850 acres, of which 96,567 were actually producing seed crops.

### CLARENCE F. FITTON.

Illinois men are popular in Ohio. The "Buck-eye State" may boss things more or less in politics, but when it comes to bossing an elevator, if a man



CLARENCE F. FITTON.

doesn't show up handy, they have a habit in Ohio of sending to Illinois for one. So it happens that Clarence F. Fitton is now superintendent of the elevator at Mansfield, Ohio, now being erected by the Goemaun Grain Company of Chicago.

Mr. Fitton has had experience in the grain and elevator business during the past twelve years as a grain inspector for the Peoria Board of Trade, and is known in that city as an honorable, upright man and one well qualified to make a success of the new house.

### GRAIN SACKS ON THE COAST.

The jute sack is a most important factor in the marketing of grain on the Pacific Coast. In fact, without the sack the grain cannot be shipped. This fact makes the business of selling sacks to coast farmers a sort of gold mine to those engaged in it, as the supply seldom exceeds the demand. A large proportion of the sacks come from India, and when the Calcutta shipments fall off or the crop exceeds the expectations, sacks "go kiting." As a measure of relief to the farmers, the convicts of California and Washington have been put to work making sacks—an industry which, on the Coast at least, interferes with no local manufacture.

As a further measure of protection to the farmer, the law in California provides that the sacks shall be sold to farmers only; that is, to bona fide consumers, who are obliged to make affidavit that the sacks are needed by them and are intended to be used by themselves only. This provision was expected to keep the sacks out of the hands of the dealers; and as the price was practically cost to the state, it would also prevent extortionate prices by the dealers.

Nevertheless, it appeared when the last California crop of grain was ready for the sacks, the dealers had about all the sacks, prison-made as well as the regular stock, in their possession. Even before the crop had been planted, the San Quentin (Cal.) prison supply of 5,000,000 had been absorbed, and when sacks were wanted, while the prison

could furnish none, it appeared that San Francisco bag dealers were able to furnish prison bags in lots of any size up to 50,000 in a bunch for immediate delivery.

This aroused suspicion, and a grand jury investigation at Stockton disclosed the fact that the largest orders had come from Tulare, Salinas, Monterey, San Francisco and San Luis Obispo counties, one firm in the latter county alone getting 1,000,000, or an amount the law would allow only on affidavits of 500 farmers, 2,000 being the limit allowed a single farmer to purchase. Comment might be libelous.

At any rate, in view of a similar attempt to capture the output for the coming year, the prison directors have declined all applications for bags and made an order that no applications will be considered before February 1, 1902. All orders that may be received will be opened on that date and will have a common standing as to registration, but preference will be given the applications of individual farmers over orders presented by farmers through large firms and corporations. In the event the orders so received exceed the output of the mill for the year, they will be scaled pro rata.

In Washington there is complaint of the way in which the bags are distributed on applications. Generally the orders are filled as received until the supply runs out. For one year the pro rata rule was adopted. The latter would seem to be the fairest method, but for some reason the prison directors prefer the other way of doing things.

### BUCKET-SHOP HIT HARD.

The Illinois Appellate Court for the Chicago district has reversed a ruling by the Circuit Court whereby the Central Stock & Grain Exchange of Chicago has been able to obtain Chicago Board of Trade quotations, without which it could do but little business in grain. The lower court ruled that the Exchange was not a bucket-shop; but this opinion is overruled by the higher court, which holds that the Exchange is a bucket-shop and its business forbidden by Illinois laws. The effect of the decision would be to immediately confirm the Chicago Board's right to prevent the Exchange from using its quotations were it not that an appeal has been taken to the Supreme Court for a final hearing and decree.

Justice Adams, in voicing the opinion of the Appellate Court, says in part: "The evidence for the appellants, the Chicago Board of Trade and the Western Union Telegraph Company, on whom the court held the burden of proof rested, was mainly directed to proving that the appellee, the Exchange in question, kept a 'bucket-shop' within the meaning of the statute; that the dealing at the Exchange's place of business was solely on the market quotations of the Chicago Board of Trade, and that it knowingly permitted the pretended buying and selling by its customers of grain with reference to such market quotations and without any intention of receiving the grain ostensibly bought or delivering that ostensibly sold, their only intention being to make money by the rise or fall of the market, as the case might be.

"The evidence shows clearly that the main part of appellee's business was dealing in futures or margins without any intention of delivering the grain sold or receiving that purchased by it, and that it kept a bucket-shop within the meaning of the statute and used the market quotations in its bucket-shop business. Appellee's counsel admit that actual deliveries and receipts of commodities were not a large percentage of the business transacted, and this admission is fully sustained by the evidence.

"Evidence produced by appellee tending to prove that a large part of the transactions between members of the Board of Trade is on futures and merely speculative and not different in kind from that done by appellee is irrelevant."

On the day the decision was rendered, the Central Exchange was indicted by the federal grand jury, the warrants charging its members with having violated the amended revenue act of March 2, 1901, by failure to affix revenue stamps to memo-

randa of trades given to customers. True bills were voted against Sidmon McHie, William H. McHie, James F. Southard and Charles W. Bickell, as individuals. The prosecuting officials for the government say they have evidence that the Exchange is a "bucket-shop" in addition to that before the Appellate Court. This is the return with the payment of \$500 demanded by the amended war revenue act of "bucket-shop" proprietors.

The Central Grain & Stock Exchange is the largest and most influential institution of its sort in the West, and it has had an injunction preventing the removal of its grain quotations ever since the fight against bucket-shops was begun by the present Board of Trade administration. Its use of the quotations at Chicago was even less important than its ability to send these quotations broadcast over the West. While the troubles of the managers of the concern were increased by their indictment by the federal grand jury, it will for the present continue business as usual, Judge Riels of the Illinois Supreme Court on November 24 having granted the Exchange a supersedeas, the effect of which is "that the order granting a permanent injunction by Judge Vail shall remain in full force and effect until after the final hearing of the case by the Supreme Court."

### HENRY ROBERTSON WHITESIDE.

The heritage of good ancestors has been that of Henry Robertson Whiteside, official grain sampler of the Chicago Board of Trade. Members of the old Scotch clan of Robertsons have been many years in this country, having settled in Washington County, New York, and at Cambridge, N. Y., about 1774. The Whitesides also settled at this time in that neighborhood, and there still stands at Cambridge the now famous old Presbyterian Church which has been known for 100 years as the Whiteside Church.

On Chautauqua Lake there are still many old landmarks left by the two families. They include Point Whiteside, the Assembly grounds, and the old mill which was built by Mr. Whiteside's



HENRY ROBERTSON WHITESIDE.

father, M. P. Whiteside, and which is still running at the head of the lake. The town of Janestown was founded by his great-granduncle, James Prendergast.

Mr. Whiteside was born at Paw Paw Grove, Ill., on April 6, 1854. His parents had removed to this town from the East in 1853, and thirteen years later they went to Rockford, Ill. Mr. Whiteside was at this time twelve years of age, and remained at that place until he was twenty-four, when he came to Chicago and took a position in the flax inspection department of the Chicago Board of Trade. He has been at different times connected with all the different departments of handling and inspecting grain in that market. For many years he was associated with Mr. McDougal under the firm name of McDougal & Whiteside, but now does business under his own name.

Wheat exports for 1901 are expected to total double those of the calendar year 1900.



**GEORGE S. BRIDGE.**

The National Hay Association is a strong organization, embracing in its membership the best men of the hay trade throughout the country; and naturally the Association has strong leaders. It has been particularly fortunate in its selection of presiding officers in the past, and at the last annual meeting of the Association the unanimous choice for president during the coming year fell upon one of its popular and best known members, George S. Bridge of Chicago, the subject of this sketch.

Mr. Bridge was born near Whitewater, Wis., on June 28, 1860. His father was a farmer and his



GEORGE S. BRIDGE.

son followed the usual course of farmers' lads, working in the summer and attending school during the winter season. From the age of 15 years to 20 he attended school at Whitewater.

At the age of 20 years young Bridge started into the milling business at Whitewater, operating the Whitewater Mills. He remained in that city until the spring of 1884, when he removed to Chicago and established an agency for the Whitewater Mills in that market. In July of that year he formed a partnership with T. D. Randall to engage in the flour, grain and hay commission business under the firm name of T. D. Randall & Co., and in 1895 he purchased a half interest in the produce business of Mr. Randall which had been already established.

Mr. Bridge is found in the morning hours "on 'change'" at the Chicago Board of Trade, and during the afternoon at the firm's office at 219 South Water street. He is what his business associates would term one of the solid men of the hay, grain and flour trade. A man whose word can be relied upon and whose judgment is safe is not an anomaly in the business world, but these characteristics are strongly marked in the new president of the National Hay Association.

**SUNSET ELEVATOR AT GALVESTON.**

Work has begun on the "Sunset Elevator" of the Southern Pacific Railroad on the West End wharves at Galveston, under direction of George W. Boschke, the company's engineer. It will cost about \$500,000.

The elevator will occupy 31,960 square feet of ground on pier A. The dimensions of the building will be 235x136 feet. It will require 2,500 50-foot piles to support the foundation. On top of the piling concrete will be laid, varying in thickness, but with an average depth of five feet. It is estimated that the concrete foundation will cost in the

neighborhood of \$100,000. Bids will be invited for the balance of the work.

The power used in the elevator will be electric; and plans for the power house contemplate an 1,800-horsepower plant, the fuel to be Texas oil.

**THE WHEAT HOSPITAL.**

Growers and handlers of wheat in all countries are subject to losses from various causes; but one frequent cause is the fungoid growth generally known as smut, which attacks certain kernels of the wheat, changing the gluten and starch into a black dust. When the grain is thrashed this black dust adheres to the good kernels of wheat and greatly depreciates its value. It is estimated that the loss to the farmers of the United States from this cause is at least \$18,000,000 a year, while that to the Canadian farmer through smut and wet may be realized when it is known that nearly three-quarters of a million bushels of "sick" wheat were treated in the wheat hospital of J. E. King & Co., at Port Arthur, Ont., during the past year.

The liability to loss, if at the time of harvest the weather is wet, is great in a new country where there are no barns and the grain remains in the shock until it is thrashed. To minimize such losses by restoring damaged, or "sick," wheat to its natural state was the purpose of the builders of the "wheat hospital," or cleaning and drying elevator, at Port Arthur.

The grain is received by carloads. Before its arrival it has been inspected; and the wheat found to be smutty is graded into three grades, according to the amount of smut adhering to the wheat. The cleanest of this wheat is cleaned by the aid of scouring and brushing machines, until all vestige of smut is removed, and the very smutty grain is thoroughly washed, afterward dried and cleaned, says the Northwest Farmer.

The grain is handled like any grain directed to be cleaned, being unloaded by power shovels and elevated to bins over the cleaning machinery; and after being cleaned by the scourers, or washed and dried, it is reweighed and stored for shipment. The loss in weight varies from 2 to 5 per cent. The result is a perfectly cleaned grain, weighing three to four pounds heavier per measured bushel than when received, with its milling qualities equal to a similar grade of wheat that had not been damaged by smut and with all its dirt and seeds removed.

Wet wheat is divided into three grades, which are called: (1) "Tough," containing an excess of  $4\frac{1}{2}$  per cent of moisture; (2) "damp," containing an excess of  $7\frac{1}{2}$  per cent of moisture and dirt; (3) "wet," containing an excess of 11 to 15 per cent of moisture and dirt.

After the wheat to be treated is unloaded and weighed, it is discharged into bins over the driers. Each drier will contain about 400 bushels of wheat, and is composed of a number of screens clothed on each side with wire cloth. The space between the cloth is filled with grain. Between and separating the screens is an open space, permitting air to enter and circulate through the grain. Two rows of screens stand side by side, about two feet apart, and into this open space heated air is forced, which can only escape through side openings after passing through the wheat. It is by this warm air passing through the wheat that the latter is dried. The time required varies from one to three hours, according to the amount of moisture present.

The air is heated by being forced over steam-heated coils by the same fan which drives the heated air through the wheat. The hot air laden with moisture after passing through the wheat is discharged outside the elevator.

The screens of the drier are filled without any manual labor, except what is necessary to level the wheat in the screen. When the grain is dry the hot air is shut off and the fans then drive cold air through the grain until it is cooled. The grain then falls out of the drier, which is immediately refilled with wet wheat. The dried grain is conveyed by a steel conveyor to the foot of an elevator which lifts it to the top of the building, where it is reweighed and the amount of loss and waste in drying ascer-

tained. It is then run through the cleaning machinery and is ready for shipment.

The King Elevator at Port Arthur has storage capacity of 3,100,000 bushels and handling capacity of 500 to 600 cars per day. It is 367x124 feet on the surface, and 241 feet high. It has 607 square steel bins, with capacities varying from 2,000 to 15,500 bushels each. The drying capacity is from 20,000 to 30,000 bushels per 24-hour day, with cleaning capacity for 10,000 to 40,000 bushels in addition, according to the condition of the wheat on arrival.

**PLANTER'S PRIDE CORN AND FEED MILL.**

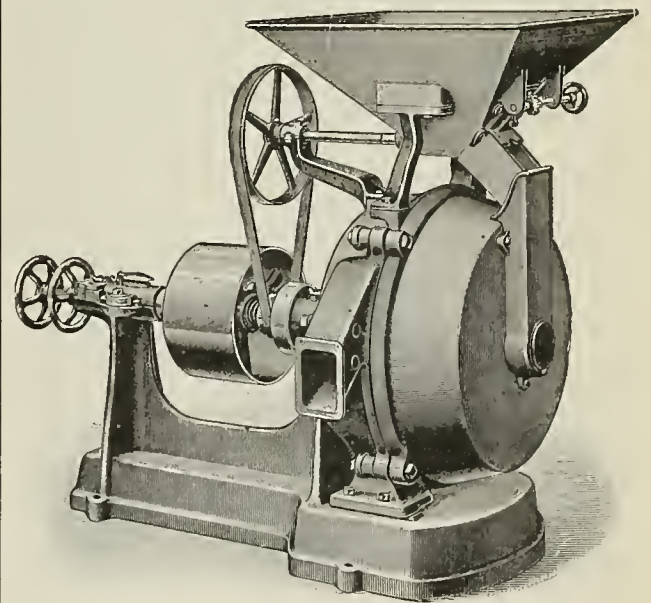
A feed mill that has been before the public for 25 years and which has established for itself a reputation for unvarying work under all circumstances, must of necessity have points in its make-up worthy to be commented upon.

The Planter's Pride Mill, manufactured by the Richmond City Mill Works of Richmond, Ind., and illustrated herewith, is such a mill. It is compactly built, the mill being supported on a heavy iron base of neat appearance and strength. The mill stones are of the best selected French Burr stock, carefully chosen to perform the class of work demanded of them. The bed stone is mounted in a heavy iron case and is easily removed for dressing.

Rubber relief springs are provided to guard against breakage should any foreign matter, such as rails, screws, etc., pass between the stones.

The spindle is of best machinery steel and runs in long babbitted journals. A ball bearing is placed at the end of the spindle to receive the grinding pressure. By this arrangement friction is done away with and also all tendency to heat. A relief spring is provided, which throws the stones apart when not grinding.

One of the especial points on the mill is the silent force feeder with which it is equipped. It is guaranteed to feed corn, oats, crushed cobs or material of like nature, either separately or mixed,



PLANTER'S PRIDE CORN AND FEED MILL.

in an even, regular stream, proportioned to the speed of the mill, at all times and under all conditions. In the bottom is a small conveyor which carries the material to a movable slide in the side of the hopper, where it discharges through a short iron spout direct to the eye of the burrs. The conveyor also acts as an agitator, thus continually stirring and mixing the material in the hopper. The feeder is of iron and steel and will not get out of order.

The mill is furnished with a wooden, instead of an iron frame, if the purchaser so desires. This frame is made of heavy wood securely jointed and bolted together.

The mills are recommended for simplicity, ease of adjustment and wearing qualities. Simple directions for dressing and operating are sent with each machine.

Milwaukee speculative quotations are now sent to all the grain markets. The service began on December 1.



### EASTERN INDIANA GRAIN DEALERS.

The Eastern Indiana Grain Dealers' Association held a meeting on November 14 at Cambridge City. The following dealers were present: J. Wellington and J. L. Schalk, Anderson; E. K. Sowash and J. C. Daniels, Middletown; H. H. Martin and L. Henshaw, New Castle; D. Z. Crietz, J. S. Hazelrigg and S. B. Sampson, Cambridge City; A. L. Nelson, Montpelier; J. F. Creder, Sulphur Springs; C. Millikan, New Lisbon; W. S. Daniels, Winchester; W. H. Dunn, Mt. Comfort; C. B. Harvey, Spiceland; N. Parrott, Centerville; B. L. Barnard, Greenfield; F. E. Huffman, Dublin; C. A. Bissell, Antwerp, and E. A. Grubbs, Greenville, Ohio.

After the regular business was transacted two hours were devoted by all present to exchanging ideas concerning grain and grain buying, especially the present crop of new corn which is not fully ready for market.

The most important feature of this meeting was getting the sentiments of this Association on having all the Indiana divisions of the Grain Dealers' National Association consolidate and organize a state association.

A committee of three was appointed to confer with the other Indiana divisions with a view to consolidation.

The following are the committeemen: S. B. Sampson, J. Wellington and J. S. Hazelrigg.

J. L. S.

### FREE SEED DISTRIBUTION.

The history of the government's free seed distribution is an excellent illustration of the way governmental abuses are perpetuated—how a laudable practice may become a scandal—a largess that no congressman as a private individual would fail to condemn as iniquitous, but for which as a member of Congress he votes because others do or because it is "policy and politics."

The first distribution took place in 1836, when the commissioner of patents received from abroad a considerable quantity of seeds of many valuable and some unknown sorts, which he distributed among interested persons through congressmen. To the propriety of this procedure no one will offer objection. It proved, however, to be the approaching camel, which in 1839 got its nose under the tent coverings with an appropriation of \$1,000 for the purchase and distribution of rare seeds. In 1842 the camel got his head into the tent by an appropriation for 30,000 packages of seeds. In 1863, Mr. Camel took possession of the premises; for in that year 15,000 bushels of cottonseed and a total of 1,200,000 packages, not including 25,000 bulbs, vines, etc., were sent out through congressmen. At the present time the number of packages distributed go annually into the homes of millions, and cost about \$300,000.

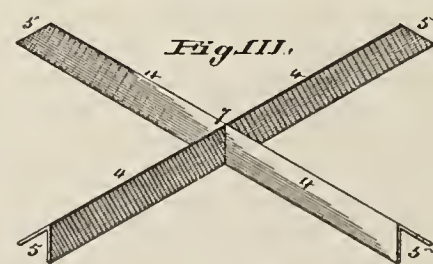
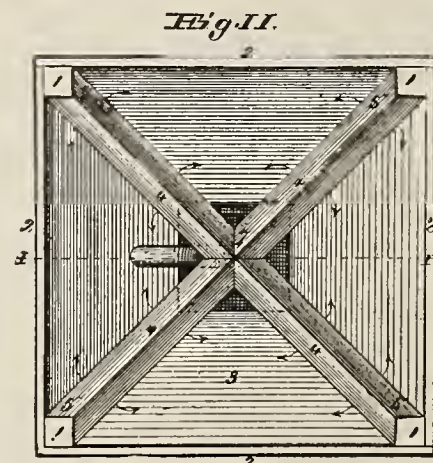
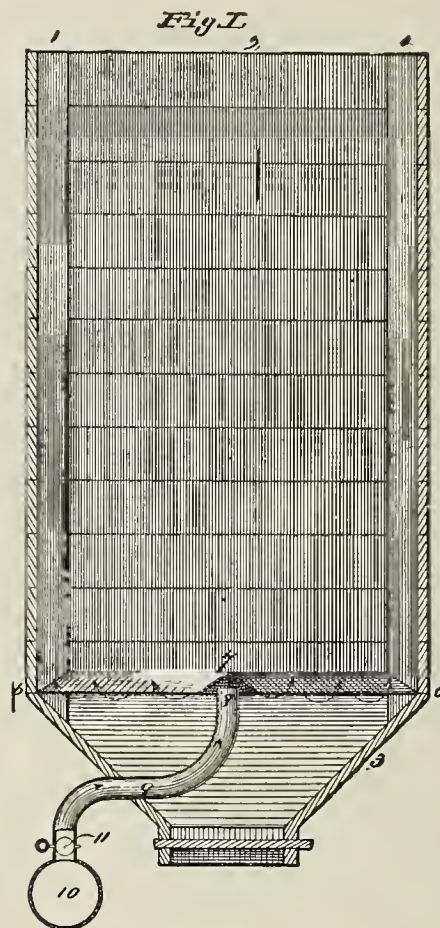
The original aim was to distribute new and perhaps valuable varieties of seeds which would otherwise remain unknown, for the purpose of having farmers test the seeds and report on their value. This was a commendable purpose and may have been of some value, although that is doubtful, but the matter did not end there. Congressmen soon learned that free distribution of seeds was a very easy way to remember their farmer friends at public expense.

In 1877 the commissioner of agriculture recommended to Congress that free distribution of seeds be done away with, and it is a rather interesting fact that seemingly fully 90 per cent of the commissioners and secretaries of agriculture since have usually recommended to Congress that the practice be discontinued, and Secretary Morton even went so far as to neglect for one year, at least, to make the distribution; nevertheless the custom is not only continued, but when the last attempt was made to put a stop to the scandal, the Senate, on motion of Senator Tillman, not only defeated the scheme but forced the lower house to double the amount of the gift. It is the more remarkable that the distribution is continued, from the fact that all self-respecting farmers are opposed to it as a fraud and a fake,

whose only tendency is to make paupers or to encourage pauperism on the farms.

### THE MORTON SYSTEM OF VENTILATING GRAIN.

The storage of grain has always been attended with more or less loss, owing to the tendency to heat while in the bins. The present mode of treatment by transferring is far from satisfactory, as the loss in chipping of grain, burning of fuel, wear and tear of machinery and the loss of time and inconvenience, to say nothing about the danger from



weevil and lowering of grade during the year, is by no means inconsiderable.

A device is being introduced which is designed to do away altogether with this loss, trouble and expense. This is the Morton Grain Ventilator, which is claimed to thoroughly ventilate bins of any size, filled with any kind of grain, by forcing large quantities of air through the grain in such a way as to insure the treatment of every kernel, by absorbing the moisture and reducing the heat.

As the air thus frequently changed is kept pure and fresh, the bins cease to be incubators for weevil, for under these conditions the weevil will neither hatch nor mature. The ventilator runs independently and interferes with no other operation of the elevator, and its manipulation is simple.

It saves all the loss of wear and chipping of grain which comes from transferring. It is well known

that every time the grain is run, the amount on hand is greatly reduced. During the larger part of the year the machinery is run solely for the purpose of transferring, and all this fuel is burned in order that the grain may get but one change of air, while the Morton Ventilator will change the air completely from eight to ten times each minute in any bin, and can do for the whole elevator in less than one day what cannot possibly be done in a month by transferring. The steam required is but a small fraction of that used to run the regular engine.

It saves the elevator engine, boiler, belts, buckets, gearing, etc., about five-sixths of their wear and tear and repair; for they are now used about five times for the purpose of transferring to one time for receiving and delivering. It adds to the durability of the bins by doing away with most of the wear and cutting caused by the running of the grain.

It saves bin room, as none need be reserved for transfer purposes. It frequently occurs that when the house is very busy, although badly needed, a transfer is impossible, as all the legs are in use for other purposes. With the Morton Ventilator this will occasion no delay in the ventilating.

"Out-of-condition" grain is successfully treated with this device and thus it becomes a source of great profit. One "off" year, properly managed, in this one direction, it would more than pay for the entire equipment.

The Morton Ventilator is made of iron and steel and will last for years. It is comparatively inexpensive, easily manipulated and said to be thoroughly effective. The patentee is an old elevator man and seems to have thoroughly grasped and mastered the situation. The device will doubtless be of great benefit to the grain trade, both in storage and shipping houses.

### CORN IN IOWA.

Des Moines grain men recently sent out a circular letter of inquiry in which the following questions were propounded, the inquiry covering the entire state:

"First—Will you please favor us with an estimate on the corn crop in your district? How does it compare with last year's in quantity and quality?"

"Second—Do you buy ear corn by the bushel or the hundredweight?"

"Third—How many pounds of new corn do you take for a bushel? Dealers in an eastern state who are accepting new corn are taking 68 to 80 pounds.

"Fourth—Have you made a test of the weight of new corn? [A Chicago paper says an Ohio dealer who shelled 700 pounds of ear corn obtained only 549 pounds of corn, and it contained at least 35 pounds of moisture. Please shell ten bushels and write us how many pounds of corn you get from it.] Some dealers say the cobs are larger than usual this year; what is your opinion?"

"Fifth—Some dealers insist that new corn contains more moisture than usual. What is your opinion?"

"To the first of these questions most of the replies indicated a crop approaching about 65 per cent of last year's, the quality, as a rule, being poor," says the Leader. "All replied that corn was purchased by the bushel. To No. 3 the answers vary from 72 to 80 pounds per bushel. But few had tested the weight of new corn, but all testified that the cobs were some larger than last year, and all of the answers indicated that the new corn contains much more moisture than usual. The answers were received from all over the state, and the general opinion seemed to be that the chief defect in this year's crop is the unfilled space on cobs and chaffy corn."

The Des Moines Cereal Club has received another proposition by a builder to furnish the Club and its individual firm members permanent homes under one roof at Third and Locust streets. The Club's annual meeting will be held probably early in the coming year.



**W. E. HURD.**

W. E. Hurd of Logansport, Ind., is still on the "sunny side of fifty," but may, nevertheless, be said to have achieved wisdom. He calls himself rich—in his children; he keeps a good team of horses, uses them, and means to enjoy life every day. The corollary is his business code—to sell only what he has, to deliver what he sells, and to so conduct his business that all men shall account his word as good as his bond. This is not an impossible scheme of life—except to weak men.

Mr. Hurd is a native of Illinois, having been born in Marshall County, in March, 1855. He had just entered his teens, however, when, in 1867, his father moved to Walton, Ind.; and after W. E. Hurd had



W. E. HURD.

finished his common school education, at fifteen, he began a business career in lumber, and sold lumber in Walton, Kokomo and Converse, Ind., and also spent some time at the mills at Tocol, Fla.

In 1891 he made a five-year contract with his father and brother to go into the grain business at Walton, Ind. At the conclusion of that contract, in 1897, he rented on his own account the Johnson Elevator at Logansport, and on February 1, 1899, bought the property on five years' time. On July 4, 1901, however, the "celebration" at Logansport was brought to a climax by the burning of Mr. Hurd's elevator. But that house has since been replaced with a modern elevator by Mr. Hurd, J. M. Enyart (his son-in-law) and C. M. Anderson, a merchant of Royal Center, thus completing a chain of houses operated by Mr. Hurd and members of his family which includes the Conwell Elevator at Galveston, owned by J. M. Enyart; the Walton Elevator, owned by Mr. Hurd's father and brother; and a small house at Onward. These houses give them a total of 175,000 bushels storage capacity, and as these owners all work together, they have so far "made it a go."

**HANDLING BEANS.**

The old-time methods of cultivating beans with a hoe and thrashing them with a flail having been superseded in Michigan by the riding cultivator, the harvester and the power sheller, one man with a team of horses can cultivate ten acres of beans a day and thrash his crop for about ten cents per bushel. Incidentally, the size of the average crop of field beans in the state has been increased from 100,000 to over 4,000,000 bushels annually.

Simultaneously the bean elevator's methods of handling the crop have of course changed. Formerly the beans, as they came from the farmer's wagon, were thrown into the bin and from there scooped by hand into a fanning mill turned by hand, then placed on stationary tables and the inferior

beans picked out by girls and women, and from there carried and dumped into bags or barrels, says the Michigan Tradesman. At the modern elevator the farmer drives to the door and dumps his bags into a hopper beside his wagon, from which they are elevated into a large power cleaner. From this machine they fall into a hopper scale, and are then elevated to the top of the building, to pass through a machine-picker that removes about three-fourths of the discolored beans. Passing again to the cupola, they are spotted on a moving canvas, which is either a separate machine with one girl at the end, or a wider and a longer one with a row of girls on each side, who remove all the defective beans which the machines have failed to catch. For this work they get two and one-quarter to three cents per pound for each pound they pick out. The good beans, which are now called "choice hand picked," pass to bins below and are ready to be drawn into bags. The only hand labor from farmer to ear, except the picking, is the sewing of the sacks and the wheeling into cars.

**BELGIUM AS A CORN BUYER.**

Belgium is the largest consumer of American corn of any European country. Alfred A. Winslow, United States consul at Liege, says that the inhabitants of Belgium consumed in 1900 about two bushels of American corn per head, against only about half a bushel per head for the remaining inhabitants of Europe. The corn export of this country has grown from 30,768,213 bushels in 1891 to 209,348,273 bushels in 1900, of which Europe took 192,519,785 bushels, Belgium consuming of the latter amount 11,561,456 bushels. It is a significant fact that corn enters Belgium free of duty, while it is subjected to an import tax of 15 cents a bushel in France and a high duty in Germany.

Belgium is so thickly populated that it is impossible to produce within its borders much more than half its necessary food supply. Consequently both wheat and corn are imported, and the wheat bread of the country is largely adulterated with white corn meal. Corn is also used largely in the manufacture of beer and spirits. Eleven large corn mills are in operation in Belgium, all of them usually crowded with orders.

**GRAIN REFORMS AT TORONTO.**

The grain section of the Board of Trade of Toronto, Canada, on November 23 adopted the following changes in the by-laws:

That a carload of Ontario grain shall mean 40,000 pounds for heavy grain (wheat, corn, barley, rye, peas, etc.), and 35,000 pounds for oats and buckwheat, and a carload of Manitoba grain shall mean 40,000 pounds.

That when grain is sold in specified quantities the seller shall have the option of delivering within 5 per cent, more or less, of the quantity sold, but the excess or deficiency within the 5 per cent shall be paid for at the market price at the time of delivery.

That immediate shipment shall mean shipment within five days following the date of sale, and buyers shall send shipping instructions not later than the day following the day of sale.

That prompt shipment shall mean within 14 days following the day of sale, and buyers shall send shipping instructions not later than the day following the day of sale.

That the clause relating to "to arrive" shall mean to ship or be shipped not later than the day following day of sale, Sundays and legal holidays excepted.

That the clause relating to c. i. f. shall also apply to f. o. b. cars, and that 30 days therein be changed to 60 days, making it read as follows: When grain is sold with outturn guaranteed, payments shall be made on presentation of bill of lading. The seller shall not be liable for a shortage unless reported within 60 days of arrival of grain at destination, and in default of such returns, bills of lading weights shall then be considered as binding upon buyer, but it shall be compulsory upon the receiver at any time, if desired, to furnish an affidavit of outturn.

Resolutions also were adopted asking the Canadian government (1) to withdraw its instructions to its weights and measures inspectors, that for grain testing, no weighing machine of less than one bushel is legal; and (2) to appoint official weighers

at all public elevators, but especially at the terminal elevators at Montreal, Portland and St. John, who shall be paid by the government and be entirely independent of the companies owning or operating the elevators, and that arrangements be made by which the said weighers shall inspect all cars before unloading to ascertain, on behalf of the shippers, if any leakage has occurred; also that the secretary of the grain section of the Toronto Board of Trade write the general freight agents of the Grand Trunk and Canadian Pacific railways, asking them to give instructions to the managers of all elevators on their roads to notify shippers and consignees immediately on the arrival of each shipment of grain, giving the quantity and grade and date of arrival of each carload as soon as the grain is discharged into the elevators, and that other boards of trade be requested to coöperate with the Toronto Board of Trade in these matters.

**T. U. FOX'S ELEVATOR AT SINCLAIR, ILL.**

T. U. Fox, who succeeds T. U. & N. B. Fox at Sinclair, Morgan County, Illinois, has an elevator that is 26x28 feet in size, resting on a brick foundation and standing 40 feet high. There is a 16-foot Texas and also a 10-foot basement. There are six bins, three of which are full depth and three small ones, located over the driveway. There is one dump with two dump bins.

The machinery equipment consists of one stand of elevator legs, with 7x11 inch cups; one Marseilles Corn Sheller in the basement, and one cleaner in the Texas, all operated by a 16-horsepower Davis Gasoline Engine located in an engine room which adjoins the main building. The storage capacity is about 25,000 bushels.

As a rule, Morgan County elevators have all the business they can attend to during the shipping season. For the present crop year, however, Mr. Fox predicts they will have plenty of time to "go fishin'



T. U. FOX'S ELEVATOR AT SINCLAIR, ILL.

or huntin' between times." Corn is the chief cereal, and corn is now husking out, he says, only about 20 to 25 bushels per acre, which the feeders are offering 60 cents for, pen measure. Of course, at this rate, the elevator man is not in the game—for the present, at least. Some oats are coming to the elevators; when they stop moving—then the fish pole. We trust Mr. Fox has underestimated the crop, and that his season will pan out better than he now imagines.

The carpet of grain which daily covers the floor of the Milwaukee Chamber of Commerce (estimated at 2,000 bushels of all kinds per annum) is the perquisite of the janitor. The grain office clerks divide some 3,000 bushels more. The janitor sells the sweepings at 1 cent per pound, the buyer to sweep up the stuff and remove it, and this seems to be the ruling rate on all the samples. It goes to the poultry men, and even the feed stores buy a good big share of it.



# COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

## NONE OTHER RELIABLE.

*Editor American Elevator and Grain Trade:*—Inclosed please find \$1 for subscription to your journal. I cannot get along without it.

Yours truly, G. C. DOEHLING.

Surprise, Neb.

*Editor American Elevator and Grain Trade:*—Find inclosed \$1 for which send us the "American Elevator and Grain Trade" for one year. We have been trying another grain dealers' journal, but find it a poor excuse for reliable information.

Yours truly, F. M. WHITE GRAIN CO.

Champaign, Ill.

## TEXAS FIRM CHANGES HEADQUARTERS.

*Editor American Elevator and Grain Trade:*—We have moved our headquarters to this city, and expect to do a general wholesale grain business, as well as operate our elevators on the Fort Worth & Denver Railroad. E. R. Kolp is in charge here.

We have purchased the grain and feed business of the Wichita Grain Co. and D. C. Kolp Jr. has moved there to take charge of it, as well as our other stations in that section.

Yours very truly,

E. R. & D. C. KOLP JR.

Fort Worth, Texas.

## NO HOT CORN.

*Editor American Elevator and Grain Trade:*—I have had a very satisfactory corn trade this fall but have had no hot corn. The Columbus Grain & Elevator Co. is fixed to handle corn and oats for us to a finish so that our risks are at an end at Columbus. Of course they buy on a little off from cool and sweet, Boston rate points, which I, for one, accept with a relish, and I find a 38-mile haul is much better than hundreds of miles.

Yours, etc., WES HARDMAN.

Cable, Ohio.

## RENTING SACKS PROVES SATISFACTORY

*Editor American Elevator and Grain Trade:*—The first of last July I commenced renting sacks to farmers. I met with some opposition at first, but it is all satisfactory now. My sacks are returned in short order and the farmers do not call for them until they need them. Heretofore they would call several days before they expected to thrash in order to be sure of the sacks, and they get along with one-half the number of sacks previously used.

The following is the form of receipt I have the borrower sign:

New Moorefield, O., —, 1901.

Received of John W. Yeazell — grain sacks, for which I agree to pay one-half cent a day for each sack until returned. If any are torn or lost, I agree to pay twenty-five cents for each sack lost or destroyed.

Yours truly, JOHN W. YEAZELL.

New Moorefield, Ohio.

## GROWTH OF THE GRAIN INSPECTORS' ASSOCIATION.

*Editor American Elevator and Grain Trade:*—The membership of the Chief Grain Inspectors' National Association now includes the following:

Joseph E. Bidwell, Chicago; Jno. O. Foering, Philadelphia; Jno. D. Shanahan, Buffalo; Chas. McDonald Jr., Baltimore; W. H. Gooding, St. Louis; M. C. Fears, St. Louis; F. H. Tedford, Kansas City, Mo.; B. J. Northrup, Kansas City, Kan.; E. H. Culver, Toledo; Homer Chisman, Cincinnati; C. F. Prouty, Kingfisher, Okla.; F. D. Hinkley, Milwaukee; G. H. K. White, New York; C. McD. Robinson, Galveston; Payson Hutchins, Detroit; R. McMillen, New Orleans; C. B. Tyler, Newport News.

All other chief inspectors have been invited to join the Association. The inspectors of the Northwest have the matter under consideration, and I expect their applications soon. Among the chief inspectors who have not responded to the invi-

tation are those of Boston, Albany, Decatur, Lafayette, Kankakee, Terre Haute, Sheldon, Norfolk and Indianapolis.

Yours truly,

J. D. SHANAHAN, Secretary.

Buffalo, N. Y.

## KANSAS CITY, KAN., HAS STATE WEIGHERS.

*Editor American Elevator and Grain Trade:*—Referring to your editorial of November 15, I beg to say that the Kansas City (Mo.) Board of Trade has not taken charge of the weighing of grain at Kansas City, Kan. The state has its bonded weighers at all of the ten elevators on the Kansas side. The Board of Trade bureau men act as checkers only.

It is not generally known that at least 75 per cent of the grain inspected at Kansas City is on the Kansas side of the line and is under the control of the state department.

Respectfully yours,

B. J. NORTHRUP,

Chief Inspector.

Kansas City, Kan.

## WILL BUILD AN ELEVATOR.

*Editor American Elevator and Grain Trade:*—I am going to put up a small elevator in a western town for handling oats exclusively. A friend advised me to write you and ask if you would be kind enough to put me in communication with some builder or architect who makes a specialty of elevators. We want to put up an elevator that would hold 500 tons. We would take the oats from wagons and would want some device for weighing, and possibly recleaning, and then returning to cars without handling. We want to put an elevator up which is strictly up to date. If you can help me in this matter it will be greatly appreciated.

Thanking you in advance for your trouble, I am,  
Sincerely yours,

MALCOLM S. MACKAY.

Englewood, N. J.

## HEAVY LOADING.

*Editor American Elevator and Grain Trade:*—Thursday, November 14, we loaded at one of our South Chicago houses (Merritt house), and Saturday, 16th, at the McReynolds Elevator, some 100,000-pound-capacity cars with 110,000 pounds corn. One hundred and five thousand pounds were dropped into these cars without trimming, but in order to get the other 5,000 pounds in they had to trim.

Thinking it might be of interest to you to have a note of the first cars of this sort we loaded, I am sending you this. The inside dimensions of the car are: Thirty-six feet long, 8 feet 6 inches wide and 8 feet high, and 110,000 pounds was all that was possible to get into these cars.

The results of these loads will be watched with interest.

Yours truly,

H. A. FOSS,

Board of Trade Weighmaster.

Chicago, Ill.

## NO DOUBLING OF DUES.

*Editor American Elevator and Grain Trade:*—There seems to be an impression among the receivers and bidders at the central markets that they might be expected to hold membership in each state association, even though they are already members of the Grain Dealers' National Association. I have recently written the following letter to bidders and receivers, who are members of the Iowa Grain Dealers' Association, which explains our position in this matter, and I desire to state that we consider any bidder or receiver holding membership in the National Grain Dealers' Association as being just as much a member of the Iowa Grain Dealers' Association as if their membership was entirely with us:

"Dear Sir:—I am advised that you are a member of the Grain Dealers' National Association, which membership gives you an honorary membership in all affiliated associations. Therefore, it is not necessary nor right that you should be assessed for dues by this Association, and I have cancelled your name on our list.

"You will please consider that this does not affect your relations with us in the least, except that hereafter you simply pay your dues to the Grain Dealers'

National Association instead of to the Iowa Grain Dealers' Association, beginning with October 1."

Yours truly, GEORGE A. WELLS.

Secretary.

Des Moines, Iowa.

## BAG LOANING AN UNMITIGATED EVIL.

*Editor American Elevator and Grain Trade:*—I inherited the grain sacks from my predecessors, but during the 37 years in my present location I have twice, upon agreement with my competitors, sold out all sacks. Feeling that near-by buyers were taking their trade, they bought sacks again, and so did I.

The loaning of sacks is an unmitigated evil, not only in the loss of sacks but in the time taken to count them out and in keeping them patched so they will hold grain.

I wish every dealer in the country would quit handling them.

Yours truly,

S. E. DE WOLF.

Marion, Ohio.

## NO SUITS AGAINST TEXAS DEALERS.

*Editor American Elevator and Grain Trade:*—I note on page 233 in your journal of November 15 an editorial entitled "The Anti-Trust Craze," as follows: "The prosecution of Secretary Smiley in Kansas by Populist state's attorneys is said to have awakened to a sense of their importance certain prosecutors in Texas, and the attorney-general of that state is said to be preparing suits to be brought against members of the Texas Grain Dealers' Association for alleged violation of the anti-trust law of that state. The absurdity of the business is indicated by the statement from Austin that 'the Association is held to be to a large extent responsible for the big increase in the price of grain and its products in this state.'"

I desire to advise that your information is erroneous, as there is no suit against the Texas Grain Dealers' Association, nor any of its members or officers. The Association has so conducted itself that it is esteemed by the farming element and all the business interests of the state, and it has in no way violated nor attempted to violate the anti-trust law, nor any other laws of the state, and I will thank you to correct the erroneous report of any threatened suit.

Yours very truly,

H. B. DORSEY,

Secretary.

Weatherford, Texas.

## NOT GOING OUT OF BUSINESS.

*Editor American Elevator and Grain Trade:*—In the column devoted to southern news in your November number, we find the following: "Webb & Maury, Memphis, Tenn., are reported as having sold out their wholesale grain business."

We do not know where you got this information; but we wish to assure you most positively that it is entirely erroneous. The firm has never been in a more prosperous condition than at present, and we have never entertained for a moment an idea of selling out our business. On the other hand, we are making every effort to increase it, and successfully so. In proof of this fact we will inform you that on the 11th of November we broke ground for our new elevator, which we are erecting on the site occupied by us for the last several years as a warehouse.

This new elevator will be equipped with all the latest improved and up-to-date machinery. It will have a bulk grain capacity of twenty-five thousand to thirty thousand bushels, and will have a handling capacity of five thousand to six thousand bushels of bulk grain per hour. In addition to this, it will have a warehouse capacity of 125 to 150 cars' package storage. The site is located on the Illinois Central, the Y. & M. V., the Frisco and the K. C. M. & B. railroad tracks. It will be finished about the first of the new year, and we think will be one of the most complete, convenient and up-to-date little elevators in the South.

Will you please do us the kindness to correct the above erroneous statement as to our retiring from business, as it is likely to do us considerable damage with a good many of our old friends in Illinois, Wisconsin, Indiana, Kansas and other



grain-growing states, with whom we have been doing business for the last eighteen years.

Yours truly, WEBB & MAURY,  
Memphis, Tenn.

#### AN APPEAL TO HAY DEALERS.

*Editor American Elevator and Grain Trade:*—Under date of November 15 we sent out the following circular letter, addressed to fellow members and dealers:

At the hearing of the case of the National Hay Association vs. L. S. & M. S. Ry. et al., in Chicago, November 6 to 9 inclusive, a strong case was put up, and it is now believed by those in attendance at the hearing that we will win the case, and that finally hay will be restored to its former classification. To attend this hearing twenty representative shippers left their business and traveled at their own expense—an average expense of not less than \$30 each. Surely if these men made such a sacrifice of valuable time and money, every member of the Association should pay his dues at once, and each shipper not a member should join the Association and give us his support, as while all witnesses paid their own expenses, the attorneys' and other expenses are to be paid, and we feel that this is a debt of honor that we should all assist in paying and remit at once, and induce some neighboring dealer to become a member of the Association. If a statement of the account is enclosed herewith you will know you are in arrears; if not, we expect you to secure a new member. The final hearing of the case is to be held in the city of Washington, D. C., December 9, 1901.

If you have not already written the Interstate Commerce Commission, protesting against the present unjust classification of hay, do so at once. Awaiting the pleasure of meeting you all at Put-in-Bay next July, we are,

Very truly yours,

G. S. BRIDGE, President,  
P. E. GOODRICH, Secy.-Treas., Chicago, Ill.  
Winchester, Ind.

#### MR. SHANAHAN WELCOMES CRITICISM.

*Editor American Elevator and Grain Trade:*—The discussion of the subject of uniform grain inspection in your last issue by the different chief grain inspectors will no doubt bear good fruit, as it has brought out some of the ideas of the men who control the grading of grain in this country and has set them to thinking on this subject.

That some little bitterness has been shown is not strange, but the remarkable lack of it, I think, is a compliment to the caliber of these men. It was not to be expected that any of the chief grain inspectors would agree with me as to the advisability of a government grain inspection, for obvious reasons, and I cannot say that there is a positive demand for it at this time. But there is a well-founded demand for a more uniform and rational grading, and I am in as good a position to know this as any inspector in the country, and if this can be accomplished by the Chief Grain Inspectors' National Association, I say, by all means give it the preference over government inspection of any kind.

But when one considers the different interests involved, I think there is reason for an honest doubt that the necessary support will be forthcoming. It was this thought that led me to suggest government supervision. I wish, however, at this time to state and call attention to the fact that I have never advocated an arbitrary government inspection, but in my suggestions have always provided for a representation of all branches of the trade in making up rules and standards, and always leaving it optional with the interested parties as to whether or not they adopt these rules and standards, believing that if the government could evolve something better or more useful than we now have, it would be quickly taken up and become generally used. If not, it would fall dead, as it should, of its own worthlessness.

Perhaps from lack of political experience, I place too much confidence in our government, and have never looked upon the words "United States Government," "tyranny," "oppression" and "rascality"

as synonymous terms. We must not lose sight of the fact, however, that our competitors in the market of the world's food supply are gaining strength very fast and that the law of supply and demand has been a factor in placing this country to the forefront in that market as well as American wit, pluck and perseverance, and we may not always be able to trade with our neighbors on the same terms we now do. However, in what I have said on this subject, I presume to speak for no one but myself, and I welcome any fair-minded criticism upon it.

Yours truly, J. D. SHANAHAN,  
Buffalo, N. Y.

#### AN IMPROVEMENT ON BAG LOANING.

*Editor American Elevator and Grain Trade:*—The loaning of bags to farmers became such a source of irritation as well as expense with us that we resolved to discontinue the practice. The question arose at once, how can we protect our business and satisfy the farmers when they come to us to get bags for the purpose of hauling grain to market?

This is the plan we adopted, though we were not the originators of it, as we had seen it in opera-

#### A SACKED GRAIN CONVEYOR.

The sacked grain conveyor, shown in the accompanying engraving, is peculiarly a Pacific Coast invention, designed to meet a want known only to the grain trade of the coast, where grain for export is shipped in bags only. While grain is thus handled there is also the demand for speedy loading that no favoring circumstances could, under the old methods of stevedoring, make satisfactory.

The portable ship and warehouse conveyor meets the requirements of speed in handling grain more nearly than does any other device short of the spout of the great lakes elevator, and it is further useful in handling other package goods. At the same time it does away with the old method of slinging and staging, as well as eliminates the danger of breaking packages.

This conveyor is the invention of W. L. McCabe, of a prominent stevedoring firm of Tacoma, Seattle and Honolulu, and consists of a strong iron or steel double truss from 25 feet to any desired length, according to the local requirements of docks and warehouses or rise and fall of tides. In the center of this truss runs on wooden rollers an endless



A SACKED GRAIN CONVEYOR IN USE ON THE PACIFIC COAST.

tion at an elevator a few miles from us: We first rigged our elevator with spouts running from about the level of the wagon scale into the sink, with pitch enough so that grain will flow down them freely. These spouts are made stationary and fitted to the top of each is a movable spout extending up to a hole in the bottom of the wagon box. The wagon box is made to hold about 85 bushels of grain in bulk, and a slide is fitted snugly beneath the hole.

In this way the farmer brings his grain to market in bulk, drives onto the scale, the load is weighed, the loose spout fitted to the bottom of the box, the slide is drawn and inside of 5 to 7 minutes the grain is all in the sink. There are no cold fingers nor hard knots to untie; no hard words used because some fellow "didn't know enough to tie a bag properly."

In order to get this system introduced among the farmers, we purchased a wagon box to loan to them and prove how much easier and quicker it is to handle grain in bulk. Now there are a number of them getting boxes made. The cost of a box is \$13 at the shop. There is a firm at North Monroeville, Ohio, that makes a specialty of them.

We think this way of delivering grain at an elevator has only to be tried to be adopted, as it is certainly a great improvement over the bag system.

Yours truly, R. TURNER,  
Avery, Ohio.

cotton belt 24 inches wide, to which cleets may be riveted if desired. Thus the cargo placed on the foot of the conveyor is carried to the ship's rail at any angle up to about 55 degrees. It can be slung alongside the ship or worked at a right or any other angle or place that a ship's gangway can be slung. The belt is driven by electric or other power, which is incorporated into the frame of the machine and is so placed as to be entirely clear of the frame, belt or working parts of the conveyor, insuring safety in operating. The belt travels at the rate of 7½ revolutions per minute, ordinarily carrying 12 sacks (or can be increased to 24) per revolution, or over 5,000 sacks per hour. The machines now in operation are equipped with electric power, which has been found safest and most economical. The conveyor is mounted on swivel ball-bearing wheels, placed in the center, which makes it easily and rapidly conveyed to or from any part of the warehouse or dock by two men. The weight is 2,500 pounds per 45 feet. In wet weather the use of a tarpaulin cover obviates any danger from water and permits continuous working. The picture shows three conveyors in use loading a single ship.

For this crop year (1901-2) Minneapolis receipts to December 1 (42,589,316 bushels) beat all previous records, the best previous having been 38,000,000. The rush of grain to that market is now considered over, however.



## MEETING OF GRAIN DEALERS' UNION.

A meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri was held at Creston, Iowa, on the afternoon of December 6.

President Hunter of Hamburg called the meeting to order at 2:30 p. m. in the Hotel Summit parlors and briefly outlined the objects of the meeting as the harmonizing of interests among dealers in territory west of Creston and have them work on one basis as much as possible.

Secretary Stibbens read a letter from G. L. Graham of St. Louis, stating that sickness among employes and stress of business prevented him from being present. The letter concluded with the statement that the St. Louis weight question seemed now to be settled to everyone's satisfaction.

The following applications for membership were received, and on motion the applicants were taken into the Union. They were: Oline Bros., Page Center, Iowa; F. A. Caven, Griswold, Iowa; Morton Grain Co., Nebraska City, Neb.

Secretary Stibbens read the following resolution, which was adopted unanimously by rising vote:

Whereas, Death has terminated the life of Frances Elisabeth Hunter, beloved wife of our esteemed president, and robbed him of his lifetime companion; therefore, be it

Resolved, That the Grain Dealers' Union of Southwest Iowa and Northwest Missouri, in convention assembled, this sixth day of December, 1901, do extend to Duncan Hunter our heartfelt sympathy in his deep sorrow; and be it further

Resolved, That a copy of this resolution be supplied to each of the grain trade journals for publication, and also spread upon the minutes of this meeting.

Secretary Stibbens: I suppose that all dealers are interested in the Landlord's Lien Law, the proposed amendment to which was defeated in the Legislature last year by one vote in the Senate. I would like to have an expression from dealers as to what kind of an amendment they would like to have made to that law, and if they wish to have the subject taken up this year.

M. F. Hackett of Fairfax, Mo., said that they had a similar law in Missouri, and while it had never occasioned him trouble, it could still do so at any time.

O. A. Talbott, Osceola: I went to our representative last year and he pledged himself to support any reasonable amendment to this law that would be presented before the Legislature. It seems to me that if the dealers in Iowa would go to their representatives personally, they would be able to accomplish something.

Secretary Stibbens. We have now an association in the northern part of the state and are in a position to be more successful than we were in our former attempt.

The secretary read the following paper:

The members of this organization are to be congratulated that the trade is in as good condition as it is. Certain conditions obtain this season on account of the drouth in the Southwest that never before existed in this section. For the past twenty years our corn and oats have gone to Burlington, Chicago, St. Louis or Peoria, and never before have the dealers in this part of the country sold corn and oats to go to St. Joe and Kansas City, except a few stations on the K. C. road. This state of affairs will continue to exist to a large degree until another crop of corn is raised, and unless the members of this organization lend every effort in their power to promote and maintain harmony, a great deal of trouble is before you.

We have the Wabash Railroad running diagonally through Mills, Fremont, Montgomery and Page counties, coming in competition with the Burlington road at a number of stations, and on account of the southern demand for grain, the dealers on the Wabash road can secure higher prices for grain than dealers can who operate on the Burlington. Under these peculiar circumstances, the Burlington road cannot protect their dealers in the way of prices, even were they so disposed.

The only way possible to prevent the trade from being thoroughly demoralized and disorganized is through the members themselves, and the dealer who has the advantage of a higher price than his competitor should ever remember that this is only one of the years, and that possibly another year the conditions may be changed, so that the man or dealer who is fortunate in being located on a

line where he can outsell his brother dealer this season, may hold the short end of the string another year, and if so, you will be very anxious to have your competitor on the other line be fair with you, and if you are honest and desire a harmonious trade, those of you who are the lucky ones this year should treat your competitors as you would like to be treated were you placed in the same position.

After the new buyers came into this territory last fall, your president and myself greatly feared that it would be impossible to keep matters running smoothly, but fortunately we have been able to keep you fairly in line by everlastingly pounding a few of you on the back. There have been frequent rumors of war among you, but up to this time you have done fairly well, but if a few of you are determined to take advantage of certain things which happen to favor you this season, what can you expect from your neighbor when he gets a chance at you? We can only maintain harmony by each member being thoroughly honest with his competitor, and each one of you as members of this Union owe this to your competitor as well as yourself. No organization of this kind can long exist unless its members support it to a man. The more support you give it, the stronger it will become, and were you to dissolve this Union to-day, it would not be two weeks until bedlam would reign supreme throughout this territory and your elevator property would depreciate one-half in value.

Have you ever considered the fact that at the time this little Union was organized, you could not sell elevator property for a song and sing it yourself? Do you know that your elevator property has increased from 50 to 100 per cent in value in the past five and one-half years? I will sight you to one instance for illustration. In the winter of 1893 Ed Everly paid J. H. Dole & Co. \$3,100 for an elevator at Griswold and eight years after, only a few days ago, the same elevator was sold for \$7,000. You may ask, what has brought all this about? I answer by saying that the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri has made these plants of yours worth what they are to-day.

It seems that a few of you, when a transient feeder comes to your station to buy a car or two of corn, make this an excuse for paying fancy prices, and you keep it up much longer than is necessary. True, you have a perfect right to protect your own business, but it would be better for you to lose a couple cars of corn than to handle ten for nothing. When some of you think you are going to miss a few hundred bushels of corn, you act as if you had a license to disturb the whole country, regardless of consequences. This should not be, and you should use every precaution to avoid it.

There never has been a season when it was so difficult to harmonize the trade, and each dealer should strive to the utmost to be fair with his competitor.

I believe you have all had experience enough in the grain business to know what your duty is to each other, but some of you occasionally seem to forget that anyone is in the trade but yourself and you become excited and advance the price to where neither you nor anyone else can make a profit. If you are not in the business for what little money you can make out of it, what are you in it for? You certainly have no desire to remain in the trade simply to persecute your competitor, but some act as if they did.

We might go on talking to you for the next five years, but unless you assist in promoting harmony it is something we will never have. You believe this organization to be a good thing for you, and in order to get good results we must have your undivided support to accomplish what we desire.

We have met and thrashed over this same old straw for the past five years. We have resolved that we would go home and never swerve from the path of duty, and in some instances a fight would break out before we had been away from the convention room twenty-four hours. You call the guilty party up on the carpet and he has always solemnly sworn that it was the other fellow. A great many of you do not consider the fact that you have not more than one-half of the corn to handle that you did last year; therefore, any fair-minded man will concede the fact that your margins should be larger on short crops than on large crops, and how many of you will any more than pay expenses this season?

I think I hear someone say that, "I will have the consolation of making the other fellow pay up for it if he gets it." Do you know that there are men in the country grain trade that would rather handle grain at a small loss than see their competitor get it? This is a very broad assertion, but I am familiar with several cases of that kind and none can contradict it; but as long as people are being born into this world with their peculiar natures this thing will continue to a certain extent, and the thing for the grain dealer to do is stand shoulder to shoulder with his competitor and lend his very best efforts toward the welfare of association work.

C. A. Davis, Pacific Junction: In my territory we have had trouble with buyers from points in South Missouri, who have invaded us and buy from farmers. They have made us crowd our prices several times very close to the limit in order to show them that they could buy from us as cheaply as from the country. There are very peculiar conditions prevailing this year, and I think that dealers should stand shoulder to shoulder in our endeavor to carry on our business legitimately.

W. M. Hewitt, Lennox, spoke of the time necessary for a track buyer to fill a car of grain, and thought that the railroad companies should enforce their demurrage rules as a protection to the regular elevator men against this class of buyers.

In this connection President Hunter spoke of the demurrage charges enforced by the C., B. & Q. R. R. and said the charges were made to elevator men and track buyers alike.

W. J. Davenport, assistant division passenger agent of the C., B. & Q. R. R. at Council Bluffs, said: I will instruct our agent at Lennox to charge \$1 per day demurrage after twenty-four hours. I might say in regard to this question of track buyers that elevator men are always given the preference of cars in all cases, and we will instruct our agents to observe this rule in their division of cars.

Secretary Stibbens notified the association that J. R. Harris of Northboro and J. L. Gwynn of Imogene had resigned from the governing board.

On motion by Mr. Hackett the resignations were accepted and the president appointed as their successors, to act until the annual meeting, M. F. Hackett of Fairfax, Mo., and George R. Jones of Phelps City, Mo.

C. A. Davis, Pacific Junction, said that it was the little things in the trade that caused disturbances. Members of the Union should avoid all appearances of taking advantage of one another, and if they could steer clear of the little snags it would lessen many of their troubles.

M. F. Hackett, Fairfax, Mo.: About the only difficulties that I find in our country is that it is difficult to get dealers interested in work of the Union and have them attend meetings. I think it would be a good thing to have neighborhood meetings occasionally in our territory.

A. Logan gave a short talk on the Kansas City market. He said: We need corn there very much. It is not a question of price but a question of corn. I think the past week we have had from 75 to 100 cattle feeders there who had to have corn. The present conditions will probably continue when cold weather sets in, and I think also that present prices will be maintained. The wheat receipts in our market are barely large enough to supply our largest mill.

A. P. Stafford of Nebraska City, Neb., said that conditions in his territory were much the same as they were in that part of Iowa, with the exception that they had very few feeders.

M. Hennessy of Orient introduced the subject of the contemplated trip by the members of the Union to the South, and the matter was left with the secretary to find out the wishes of the dealers regarding taking the journey.

### CRESTON POINTS.

Nebraska sent one delegate—A. P. Stafford, Nebraska City.

The "American Elevator and Grain Trade" was represented by John E. Bacon.

Two members came up from Missouri—M. F. Hackett of Fairfax and H. T. Leet, Maryville.

Mr. Davenport will accompany the dealers on their trip South provided he can go cheap enough.

The Kansas City market was represented by A. Logan of Logan Bros. and B. F. Smith, with Ernst-Davis Grain Co.

Walter Stibbens, son of Secretary Stibbens, has so far recovered from his recent illness that he was enabled to attend the meeting.

C. M. Boynton, representing J. F. Harris, Chicago, obtained leave of absence from his home on Creston's Fifth avenue long enough to attend



the morning and afternoon sessions. He didn't forget to have that box with him.

J. M. Beehtel, division passenger agent, and W. J. Davenport, assistant division passenger agent of the Burlington road, attended the meeting.

From St. Louis there were S. T. Marshall, representing G. L. Graham & Co.; R. A. Wright, representing Brinson-Judd Grain Co.; Jos. Norton, representing P. P. Williams Grain Co.; Isaac L. Motter, representing W. L. Greene Commission Co.

Dealers who attended included: N. N. Turner, Cumberland; F. M. Campbell, Raadolph; Geo. A. Stibbens, Chicago; D. Hunter, Hamburg; E. G. Oline, Page Center; T. A. Kyle, Shenandoah; M. Hemmessy, Orient; I. W. Shambaugh, Clarinda; R. J. Edmonds, Hawthorne; H. B. Farquhar, Orient; W. M. Hewitt, Lemnox; O. A. Talbott, G. A. Willett and S. E. Hicks, Osceola; Walter Riggs, Kent; John R. Giles, Lemnox; James Gault, Creston; L. M. Garman, Glenwood; G. H. Currier, Prescott; W. M. Buffington, Glenwood; C. A. Davis, Pacific Junction; D. N. Dunlap, Fontanelle.

### BOWSHER FEED MILLS.

A seasonable subject for consideration just now is feed mills and feed grinding. The scarcity of grains commonly used for feed is leading farmers and stockmen to try to get from every kernel all there is in it. This, coupled with the advancing prices for live stock, is bringing stockmen, dairymen

### BILLS OF LADING.

[From a paper by J. B. Daish of Washington, D. C., read at the annual meeting of the National Hay Association, held at Indianapolis, on September 12, 1901.]

Bills of lading were originally for the transportation of goods by water, for that was the earliest form of transportation. The form of the marine bill of lading is quite different from those which we are accustomed to handle in the hay business. Marine bills are almost invariably issued in sets; they abridge the common law liability but little, and have special provisions for storms, dangers of seas and necessity of making other harbors.

Bills for the transportation of goods by rail may be said to be of two classes, to wit, the so-called shipping receipt, usually said not to be negotiable, and the "order" bill of lading, which, as we all know, is in very general use and is an important document under the railroad rules and regulations—more especially under the rules applying to the uniform bill of lading. The shipping receipt is today of infrequent use for carriage for long distances, though much used in certain localities. The uniform bill of lading, goods being consigned "to order," is used almost entirely.

At common law there is no rule which makes it compulsory on the carrier to issue a bill of lading,

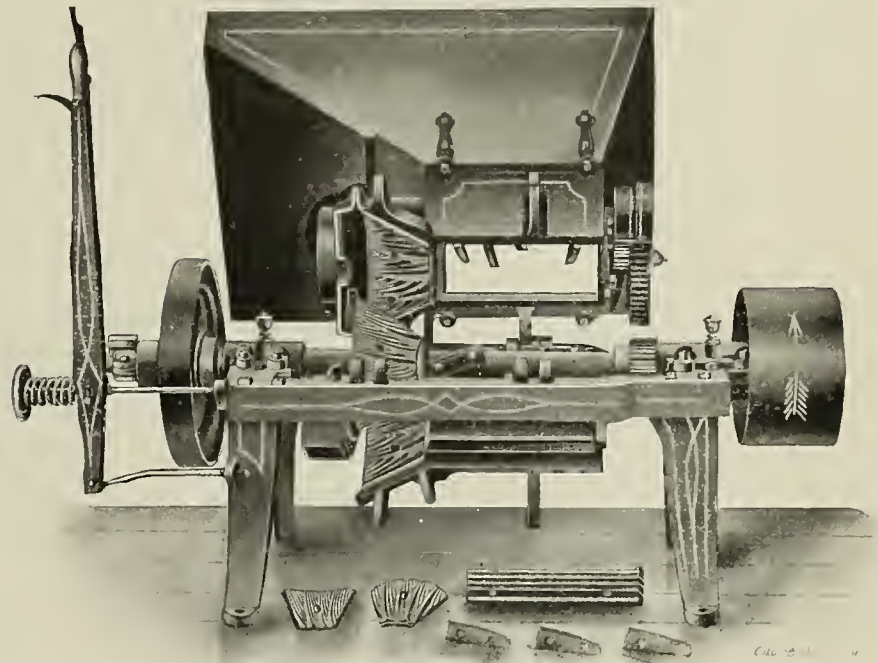
charges more, the initial road is liable to the shipper for any excess. The excess is now to be determined by the published rates. This, however, has obtained only since the passage of the Interstate Commerce Law in 1887; for under the interpretation of that statute and the amendments thereto an error in rate will not be considered as an excuse for making a less charge than the regular rate.

With the form of a bill of lading we are all familiar. There are, however, certain requisites, without which the document would not be complete. It is essential that it should state the name of the place where the shipment originated, together with the date of the shipment and acknowledgment of the receipt of the goods; a description of the latter, as to kind, quality, quantity and, in some instances, their condition; the names of the consignor and consignee and the carrier; and, in general, the terms on which the goods are to be transported. In order to be effective, the bill of lading must be delivered, and it has no effect as such if undelivered. Thus, if a bill of lading be made out and signed by the carrier and it be not delivered to the shipper or consignee, the bill of lading as such does not take effect.

Usually bills of lading are not signed by the consignor; and under such circumstances it would



FACTORY OF THE N. P. BOWSHER CO., SOUTH BEND, IND., AND ONE OF THEIR WELL KNOWN FEED MILLS.



and farmers with their loads of grain to the feed mill with encouraging frequency.

When speaking of feed mills, many of our readers will unconsciously think of Bowsher Mills, through their long association with them in our advertising columns. The manufacturers of these mills point with pride to the fact that while new sizes have been added and minor improvements made from time to time to broaden their range of usefulness, no radical changes have ever been needed to keep the Bowsher Mills up to date.

On this page is a cut showing one size of the Bowsher Feed Mills. They crush and grind ear corn with or without the shuck, and grind all kinds of small grain for feed. The makers claim that on cob corn the product is as fine as needed and of uniform quality. Oats and other small grain are handled equally well alone or mixed.

These mills are made in styles covering all requirements and in sizes ranging from 2 to 25 horsepower.

The plant of the N. P. Bowsher Co., at South Bend, Ind., is also shown on this page. The Bowshers are proud of it; it is the outgrowth of years of hard work and they are pleased to look upon it as an index of the merits of their goods. A new electric lighting plant has just been put in and a new side track laid to keep pace with the demands of their increasing business. They have handsome booklets of their feed mills which they would like to send to all interested parties.

In spite of a decline in shipments of wheat of 50 per cent in November, Galveston was still ahead 73,191 bushels compared with same period of 1900.

though many of the states have enacted statutes requiring that they do so. As a bill of lading acknowledges the receipt of certain goods therein mentioned, it should not be issued until the goods have been actually received. If, however, the goods are delivered in instalments and receipt be given for each delivery, these may be surrendered and a bill of lading issued for the entire shipment, as, where one takes a dray receipt for each load of goods, he may surrender these and take in lieu a formal bill of lading.

A bill of lading should be issued by the carrier or its representative. If the agent, or representative, issue a bill without the authority of the carrier, or sign for goods which the principal does not receive, the carrier is not bound, as the agent then acts beyond the scope of his authority. Thus, if a freight agent acknowledges by a bill the receipt of goods, and no such goods be delivered, and the bill should pass for value, the transferee cannot hold the carrier. As, where an agent acknowledged in a bill of lading the receipt of a car of hay and billed the car out, supposing it to contain the goods, and the shipper fraudulently drew on a prospective purchaser, who paid the draft, it was held that the purchaser had no cause of action against the carrier.

If the goods are to be transported by connecting routes, it must be shown that the issuing road or its representative had authority, either expressed or implied, to make the document in order to bind the connecting carriers. If an initial carrier issues a bill guaranteeing the rate of freight over connecting lines and the intermediate or final carrier

appear to be a contract by one party, the other promising nothing. Some carriers, however, require that the shipper shall sign the contract of affreightment. The acceptance by the shipper of the bill, where he does not sign the document, raises the presumption that he accepts the terms and conditions therein stated. If the carrier causes a limitation of liability to be inserted in the bill in such manner as not to attract the attention of the shipper, he may show that he did not assent to the change. As, where a carrier struck out a provision in a bill of lading in a way not to attract the attention of the shipper, the carrier was held to be liable to the terms of the usual contract.

Where goods have been shipped under an oral agreement, and they are so situated that the shipper cannot reclaim them, and a bill be afterward issued, it seems that the oral agreement for shipment will prevail. If a bill be made out by the shipper, or his agent, he cannot in any event show that he did not know the contents of the instrument, as he is estopped to show contrary to what the law presumes from the circumstances.

Conditions to a bill of lading are frequently printed on the back thereof. These have been held to constitute a part of the contract, though it is to be noticed that in some classes of instruments similarly printed conditions have been held not to be a part thereof.

The bill of lading is in law a twofold instrument. First, it is a receipt, and as such it is subject to all the rules governing receipts in general; second, it is a contract for the transportation of goods, and as such it is a peculiar one, being transferable and, strictly speaking, neither assignable nor negotiable.



It is a symbol of the property shipped and is an evidence of ownership, either general or special, in the goods, and gives to a bona fide holder thereof the right to receive the property at destination. Where there is a consignor named in the bill it is prima facie evidence that he is the owner of the goods, though this inference may be rebutted by showing that the title is in reality in another.

As the terms of a receipt may be altered and denied by word of mouth, so a bill of lading, in so far as it is a receipt, may thus be varied, and the written statements made in respect thereto be denied; but the terms of a written contract other than a receipt cannot be denied, altered, varied or changed by parol evidence except for frauds. So a bill of lading, considered as a contract between the shipper and carrier, cannot be altered by parol evidence. The terms and conditions of it may, however, be explained by oral evidence. It may be shown what certain terms mean, and ambiguities may be explained. Thus it may be shown that no goods were actually received; that the quantity stated is incorrect; that the condition of the goods was not as stated; and the consideration clause may even be attacked. But as a contract of shipment its terms, in the absence of fraud or illegality, are fixed and cannot be denied by any oral statements of either the shipper or the carrier. It must be regarded as the sole evidence of the agreement between the parties; within the instrument itself must be found the agreement into which the parties have entered.

In recent years the courts have been called upon to construe the rights, duties and liabilities of parties with respect to the so-called negotiability of bills of lading. They are frequently made negotiable in form; i. e., goods are shipped to the "order" of some party after the manner of bills of exchange, notes and checks. Thus, we handle bills of lading daily where goods are shipped to "order" of the consignor or consignee. Notwithstanding this and statutes in several of our states declaring bills of lading to be negotiable, they are not negotiable in the same manner as commercial paper. The rules regarding commercial paper are inflexible in the law, and will doubtless be for many years to come. A bill of lading may be said to be quasi-negotiable only. The courts, with some exceptions, have construed the statutes making bills of lading negotiable to mean simply that they can be transferred in the same manner as negotiable instruments, viz., by endorsement and delivery. Being the symbol of property, the ownership may change while the goods themselves are undelivered.

If a bill of lading be endorsed and delivered to another and the ownership be in the party endorsing, the delivery will pass title. Thus, where a shipper attaches a bill of lading to a draft and the bill of lading is endorsed to the discount of the draft, a special property passes to the endorsee for value. And, should the drawee refuse payment, the discount may claim the goods. If, however, the consignee pay the draft, or the discount deliver the bill of lading, title to the goods will vest in the consignee.

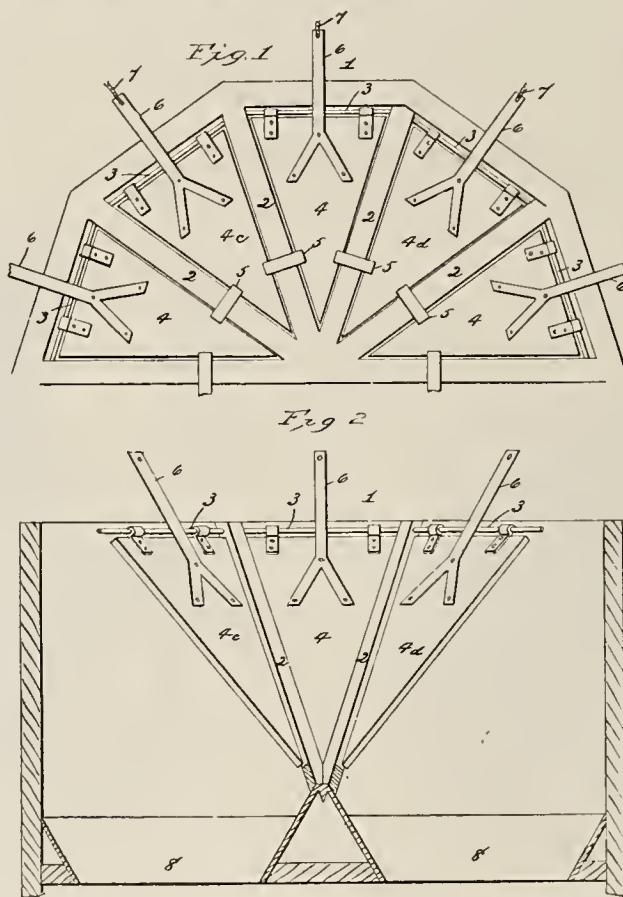
A bill of lading is negotiable until the time of the delivery of the goods; but if the goods be delivered wrongfully, the title to them may be acquired by the receiver by subsequently coming lawfully into the possession of the bill. Thus, where one came into the possession of the goods through error and subsequently acquired the bill of lading, his title to the goods was held complete.

The transfer of the bill by one to another will give to the transferee no better title than the transferor had at the time of the endorsement and delivery. Thus, if a bill of lading be stolen or forged or fraudulently obtained or obtained from the agent of the owner without the owner's consent, the transferee will take nothing. This is one of the most important features of a bill. Many instances have occurred where an innocent purchaser of a bill of lading was compelled to sustain a loss by reason of the forgery of a bill; and several cases have been before the courts where lost and stolen bills of lading have been passed upon unsuspecting purchasers.

### A GRAIN DISTRIBUTOR.

T. S. Hadley, miller in the New Peerless Mill of Parkersburg, W. Va., has invented a grain distributor which has been put in successful operation, and on which he has filed a caveat in the Patent Office, preparatory to taking out a patent.

Our illustration will show its essential features. Fig. 1 is a top plan view of the distributor and Fig. 2 is a section through it. Like numerals in both figures indicate the same parts. Numeral 1 shows the body of the grain distributor; 2 is downwardly inclined and centrally converging partitions; 3 indicates a metal rod secured around in the inside of the top of the distributor, upon which rods are hung the paddles or valves, 4, in any substantial manner. Secured on top of the partition, 2, and extending to either side thereof, are stops, 5. Secured to the paddles or valves, 4, and extending some distance beyond the side of the distributor



are levers, 6, to which a rope or cable, 7, is securely attached.

Connected to each compartment are outlets, 8, which connect with spouts which convey the grain in different directions.

The operation of the grain distributor is as follows: The inside of the distributor is preferably cone-shaped, and the grain is dumped into it. Suppose it is wheat that is to be distributed, and the valve or paddle, C, opens to the compartment which connects with the spout that leads to the wheat bin. The distributor being now filled with wheat, the rope or cable, 7, is slackened up, and the valve or paddle, 4C, swings down, thus chuting the wheat in the distributor into the compartment under said valve or paddle, 4C, and into the spout leading to the wheat bin. The rope or cable, 7, may be operated from any position or from different points, and the grain distributor may, of course, be constructed of any desired material.

### NEW MEMBERS.

The secretary of the Grain Dealers' National Association announces the following new members in the last 30 days: Burks Grain & Elevator Company, Decatur, Ill.; The Adams Grain & Provision Company, Charlotte, N. C.; Hallet & Co., Minneapolis; F. H. Peavey & Co., Minneapolis; W. B. Harrison & Co., St. Louis; J. A. Loane & Co., Baltimore; Tyng, Hall & Co., Peoria, Ill.; Way-Johnson-Lee Company, Minneapolis, Minn.; Stanton & Lyons, St. Louis; John Wade & Sons, Memphis; Harry Hunter (with Chris Sharp Commission Company), St. Louis; Edson & Keen, New York City; Henry D. Waters, Buffalo; Choefaw Mill & Elevator Company, Memphis;

Webb & Murray, Memphis; Fred D. Stevers & Co., Chicago; W. A. Rundell & Co., Toledo, Ohio; George F. Reed, Boston, Mass.; L. Bartlett & Son Co., Milwaukee, Wis.; The Isaac Harter Co., Toledo, Ohio.

### CONGESTION AT BUFFALO.

Notwithstanding the amount of grain handled this season at Buffalo has been less in the aggregate than for a number of years, the elevators there during November were more or less congested owing to the car famine. With receipts of only 3,000,000 to 4,000,000 bushels per week canal boats have been at a premium, and for a single 24-hour term (November 22-3) there were forty-two canal clearances. Unfortunately, the canal season closed early and insurance was withdrawn about November 20, an extension of only two days being allowed, although the canal men pointed out that there have been only two November freeze-ups of the canal in twenty-five years.

### INSTALLATION OF GASOLINE ENGINES.

The following is the rule promulgated by the Underwriters' Association and passed by the committee of consulting engineers of the National Board of Fire Underwriters for the construction and installation of gasoline engines in grain elevators. In fact, the same rule to be observed in all buildings:

That the supply tank shall not exceed in capacity two barrels; that it shall be located outside the building, underground and below the level of the lowest pipe in the building; that the gasoline shall be drawn through iron piping to the engine by a pump; that the piping and apparatus shall be so arranged that in case of accident to the same, the gasoline will drain back to the tank; that the gasoline reservoir at the engine shall not exceed in capacity one gallon, and shall be provided with an overflow, so as to drain through iron piping back to the tank, and that the engine, when set on a wood floor, shall have placed beneath it a metal plate turned up at the edges. Said supply tank is to be located at least 30 feet on outside of building. In addition to the above, the electric igniter is preferable in all cases.

The above is applicable to all insurance policies written in western territory.

### WEST CANADIAN GRAIN STANDARDS.

The Western Grain Standards Board met at Winnipeg on December 4. There were present: S. Spink, chairman; F. W. Thompson, C. A. Young, W. A. Matheson and C. C. Castle, Winnipeg; A. McFee, T. A. Crane, Montreal; Geo. McCulloch, Souris; R. J. Phil, Moosomin; Senator Young, Killarney; Kenneth Campbell, Brandon; John McQueen, Carleton Place; C. Johnstone, Balduin; C. N. Bell, secretary.

The following resolution and new rule for the grading of Alberta oats were adopted:

Resolved, That any wheat not fit to go with No. 3 northern, as now graded by the inspectors, shall be graded as a commercial grade No. 4 wheat at the discretion of the inspector.

Owing to the difference in the general character of oats grown this season in some districts of the Northwest Territories it is hereby resolved that such oats shall be graded as follows:

No. 1 white Alberta oats shall be plump, clean and free from other grain, and weigh not less than 37 pounds per bushel. No. 2 white Alberta oats shall be reasonably clean and reasonably free from other grain and weigh not less than 34 pounds per bushel.

An effort was made to make a special grade for frozen oats, but it was unsuccessful.

The grain standard for Oregon, Washington and Idaho wheat exported was agreed upon by exporters from Portland, Seattle and Tacoma substantially as last year. Walla Walla No. 1 must weigh 59 pounds and Bluestem 59½; No. 2, 57 pounds. The weight of barley remains unchanged.



## Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

### Employer's Promises Covering Negligence of Fellow Servants.

A workman in the employ of a man engaged in building a grain elevator was injured by having a piece of plank fall upon his foot as he was working very close to the building and fastening lumber to the hoisting apparatus. He sued his employer for damages, basing his claim upon the fact that a couple of days before he had complained to the superintendent of the danger to which those working overhead exposed him, and that after an interview with the foreman in charge of the men on top of the elevator, the superintendent told him to go ahead; that he would see that he was protected; that there wouldn't anything go over after that.

He relied upon the rule of law that where the master conducting an enterprise of hazard promises an employe to remedy a defect in the instrumentalities he furnishes, or to discharge an incompetent servant, the person receiving such promise may wait in reliance thereon a reasonable length of time for the fulfillment of the same, where the danger is not imminent; and he does not thereby assume the risk of injury resulting therefrom. But while it recognizes this doctrine, the Supreme Court of Minnesota says that no ease to which it has been referred goes further than the rule above stated; or permits a recovery upon the failure of the master's promise, or save where the same applies to some absolute or personal duty of the master himself; and he is only liable under the conditions stated when he promises to do that which his own duty to his servant requires, which is the basis of the promise, and sustains an action for its breach. In no case, uncontrolled by statute, has the master been held liable, the court declares, for the violation of such promise where the negligence complained of was purely that of a fellow servant. And the rule stated above, it holds, does not extend to a promise made by the master that the fellow servants of the employe to whom the promise is made will not be guilty of sporadic or occasional acts of negligence on their part, so as to bind the master in such cases. Wherefore, under the theory upon which this case (Vogt against Honstain, 83 Northwestern Reporter, 533) was presented, it does not think that a verdict in the workman's favor can be sustained.

### OATS FOR SOUTH AFRICA.

The British army in South Africa has been a heavy buyer of oats, and during October shipments were made from New York in 80-pound sacks to enter the Transvaal via Delagoa Bay.

During November some 500,000 bushels were ordered by the same authorities from Alberta, Canada. It being rumored that the grain buyers of Alberta had formed a combination to control the market and bull the price, the Canadian commissioner of agriculture was sent West to superintend the buying and forwarding of the grain. Prof. Robertson thereupon met the grain dealers along the C. & E. Railway from Edmonton to Okotoks and made an arrangement for deliveries prior to December 18 of 500,000 bushels, this arrangement providing for a fixed price to be paid farmers for oats of a certain standard quality. This price was 24 cents for 34 pounds at railway points, and 23 cents at Edmonton, the difference allowing for cartage to the station. The oats were required to be well cleaned and to weigh not less than 38 pounds to standard bushel measure. They had to be dry and otherwise in good condition. The oats were accumulated, inspected in car lots at Calgary by a government agent, and recleaned and finally weighed in Montreal. Shrinkage of weight and dockage for dirt were therefore at the dealer's risk until the oats passed Montreal.

Edmonton and Strathcona were expected to supply 250,000 bushels; Leduc and Wetaskiwin, 100,-

000; Lacombe, 35,000; and Ponoka, Red Deer and Innisfail smaller amounts. The dealers were not bound in any penalty to make deliveries, but if the deliveries were not made the sale was lost.

The Winnipeg Commercial says of this deal: "Australia and New Zealand have hitherto been the principal sources of supply of oats for South Africa. They are so much nearer, and also being south of the tropics, they have a great advantage over Canada in supplying South Africa. The chance to supply oats at this time occurs because the previous crop of those countries is exhausted and the new crop has not come in. Once the new Australian and New Zealand crop of oats begins to come in in January next, Canada's chance of supplying is gone."

### OLD-TIME HANDLING OF CORN.

Speaking of the old methods of handling corn, C. C. Aldrich of Bloomington, who has been in the grain business there since 1860, said to a Panta-graph reporter that the primitive rail crib has not been much used within the memory of Mr. Aldrich, and the notable fact about the grain-handling business in his younger days was the fact that there were no elevators, although board plank cribs were frequent. The corn was usually shelled by horsepower, the buyers maintaining one and two horsepower shellers. In the early days a great deal of the grain was handled in sacks, and shipment was required that way owing to the fact that there were long shipments and a part of the time the eastern railroads were at war with one another and refused to allow cars to be transferred, necessitating the handling of individual sacks. For instance, Mr. Aldrich remembers one time when the shipments were made to Boston and the freight alone was \$1 a bushel.

The first elevator to be built at McLean was in 1868, and there were very few at that time anywhere in the state. In place of the elevator, there were warehouses and in some places there were drive dumps, where a wagon could be driven up and then dumped into the car from an elevation. Where there were no dumps, the cars were loaded from trucks. The maximum weight of corn allowed for a car was then 375 bushels.

This general statement would not be true for the Illinois canal towns as late as 1868, for these towns had good elevators with power shellers and wagon dumps as early as the latter were invented.

Continuing, Mr. Aldrich said: "Nowadays the corn is husked earlier, is of better quality and there is more of it to the acre, owing, as stated before, to the better methods of farming. The men seem to be able to do more work in a day and take more care in hurrying the stock from the field. The farmers hire extra help in order to finish husking before the holidays, while years ago some fields were still standing as late as January, February and March. There was not any more cribbed and held for the market then than there is now, but there was then a greater amount sold on the cob, because now many farmers are able to own their own shellers.

"The price paid at the county stations was in the past regulated partly by the distance from the big markets, while to-day the markets are closer to the farmer and a comparison cannot fairly be made, owing to the changed conditions."

### NEW DEALERS' ASSOCIATION.

About forty grain dealers from Bloomington, Rock Island, Lexington, Piper City and contiguous towns held a meeting at the National Hotel, Peoria, on the evening of December 3 and organized a local association. E. Roberts was made chairman and P. A. Felter of Eureka, secretary. The purpose is obvious. The next meeting will be held at call of the chairman.

The Des Moines grain men now have the benefit of the double service of the Western Union and Postal Telegraph companies. By this arrangement markets are received from fifteen to twenty minutes earlier than formerly.

## DOTS AND DASHES

The corn crop of South Dakota is estimated at 40 bushels per acre.

Tacoma's largest carload of grain arrived one day late in November. It was a N. P. 80,000-pound car, but it carried 1,910 bushels, or 116,100 pounds.

The first car of new Illinois corn to reach Chicago was one from Grundy County, on November 19. It graded No. 2 and sold at 59½ on through billing.

Port William elevators expect to close the navigation season with 12,000,000 bushels of wheat shipped since September 1. This will much exceed any previous record.

J. G. King & Co., Port Arthur, Ont., reports that the tough wheat is shrinking from 4 to 4½ per cent in the drying process; damp wheat 6 to 7 per cent, and wet wheat from 8 to 10 per cent.

The assessment of the five terminal elevators of West Superior have been raised to \$805,000, against \$440,000 last tax year. The Great Northern was the worst hit, the assessment having been raised from \$85,000 to \$250,000.

The average carload at Tacoma has increased in size during the present season over past records, the first 745 cars inspected weighing on an average of 940.52 bushels, against 900 bushels last season. Over 200 bushels have been added to the average carload of wheat since the inspector's office was opened a few years ago.

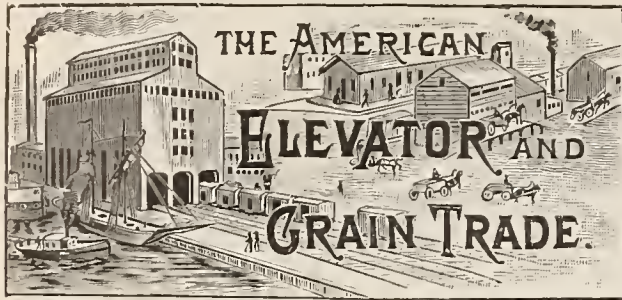
The following public elevators of Chicago were made regular at Milwaukee on November 13: Chicago & Alton Elevator Co., 1,850,000 bushels; Alton Elevator Company; Nebraska City Elevator, 2,500,000 bushels; Chicago Railway Terminal Elevator Company, and Peavey Elevator Co., 1,550,000 bushels, Peavey Grain Company.

The exports to the Philippines of oats from Portland, Ore., will reach 6,000 tons for the calendar year. The cereal is profitable everywhere this season to growers, but is peculiarly so to the farmers of the Willamette Valley. The grain sold to the government for export must be bagged in new sacks, which must be well filled, as slacks are rejected. The oats must be well cleaned, and grain containing the farmers' usual adulteration of 10 per cent of French pink or bachelor's button, dog-fennel and other noxious seeds are rejected or heavily docked by contractors.

A telegram from Albany, N. Y., dated November 30, says: "The state canals were closed at midnight, but the weather laid an embargo on canal waters several days ago. As a result, unless two or three days of warmer weather is experienced, it is not believed that the ice in the canals can be broken up to an extent sufficient to allow the 180 loaded boats, now ice-bound on the Erie and Champlain canals, to reach tidewater." The general inspector of public works issued an order, however, directing that the water be kept well up on all the levels of the canals until further notice and that the locks be kept in good working order.

From July, 1900, to July, 1901, 139 sailing vessels, grain loaded, cleared from San Francisco to Europe. All arrived at their destinations. The longest voyage was 189 days and the shortest 107 days, made by two French vessels sailing in November. The trip has been made in less than 100 days in former years. It is noteworthy that of the 139 vessels only three made the trip in less than 110 days, and that all three were French ships. "As French vessels have only recently come into competition with other foreign vessels in the California wheat trade, and the few of this class found in this trade in former years were generally considered slow sailers, the record is quite remarkable," says the San Francisco Bulletin. "Equally singular is the fact that the two ships making the longest trips for the year were under the British flag, the Afghanistan requiring 189 days and the Kinross-shire 183 days to make the trip. Both of these ships left this coast at the close of August, 1900."





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## ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

## CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., DECEMBER 15, 1901.

Official Paper of the Illinois Grain Dealers' Association.

## ANTI-BUCKETSHOP VICTORY.

The victory of the Chicago Board of Trade over the Central Grain and Stock Exchange, referred to elsewhere, will, it is to be hoped, result in the final rout of the Exchange in the Supreme Court, to which an appeal has been taken. The suppression of the bucket-shop form of gambling ought to appeal to every grain dealer, who will not be deceived, as was the lower court hearing this case, by the specious reasoning that bucket-shop transactions are not different from speculative deals on 'change. The difference is indeed so fundamental that a practical recognition by the courts would have a most wholesome influence on the grain trade, which has every reason to encourage the speculator who carries the charges and to discourage the gambler who is always and in all places a parasite only.

Aside, then, from any consideration of the moral side of the question, the selfish view alone fully warrants the Grain Dealers' National Association in appealing to Congress to abolish the evil and should influence every dealer to support that petition by a letter to his congressman on the subject. It is greatly to be regretted that the other boards of trade throughout the country than Chicago are not joining as heartily as they should in this movement to bring the bucket-shop to the attention of Congress. The Chicago Board has distinctly elevated the ethics of the grain trade by its course during the past two years in driving out the gamblers from its own ranks and from the city of Chicago. Had the exchanges of Minneapolis, Milwaukee, Kansas City, St. Louis and New York been equally active the bucket-shop would

by this time have been wholly obliterated and the business of the legitimate brokers and the respect of the public for them correspondingly increased.

## WAR TAX NOT NEEDED.

The annual report of the Secretary of the Treasury shows a treasury surplus of \$77,000,000 and an estimate that under existing conditions it is likely to reach \$100,000,000 at the end of the current fiscal year. Accordingly, his recommendation that "war taxes" be abolished in order to cut down this amount at least \$50,000,000 is timely. If the surplus were all cut off and Congress required to put the brakes on expenditures in order to force a balance, it would undoubtedly prove beneficial to the country in many ways—not the least in an improvement of its moral tone.

Now, the most objectionable of all the war taxes has been the tax on transactions in the public exchanges. This form of taxation has not under any circumstances a rational defense, except the absolute necessity of revenue. It is a temptation to fraud; it requires for its collection a system of espionage that government should never permit when it is possible to avoid it, and it discourages legitimate business. The removal of this tax, therefore, should be made before any other cut is considered. But commission men and brokers must look to their interests sharply, especially as against the breweries, which already have their organized lobby, bent on securing the repeal of that part of the beer tax in excess of the old tax of about 93 cents per barrel. The repeal of this part of the war taxes would alone effect the major part of Secretary Gage's recommended cut, and Congress is quite capable of committing such outrage on the commercial public unless proper pressure is brought to bear to prevent it, until at least the transactions taxes are all wiped out, except those on bucket shops.

## STATE OWNERSHIP OF ELEVATORS.

Some months ago, when the Canadians decided to grant no elevator concession at Montreal to aliens, but to build the elevator as a public utility owned by the government, it was suggested that the progress of this experiment would be watched with interest. It has been thus far, although the elevator seems as far from a physical existence now as it was two years ago. The farther the experiment progresses, however, the less it impresses one as something desirable. Having dismissed Mr. Connors and his successors, bids were advertised for and the lowest bid—that of a reputable engineer and builder—was accepted by the Harbor Board of Montreal, and the construction was expected to begin at once; but when the plans were submitted to the minister of public works at Ottawa there was a charge of bribery, the experts of the minister disapproved the plans, which the latter fired into his waste basket, and although the engineer attempted to defend his work and his character, he was turned down "plunk" and an ipse dixit was issued that the incident "is closed." So everybody interested is mad and Montreal still waits for the elevator.

Waits, but is apparently not suffering withal,

since there are, on the grain dealers' own showing, not Canadian boats enough to carry the grain to Montreal that has been sold for delivery there, and there would be no use for the elevator if it stood there ready for business. In the meantime a big modern elevator, built some time ago by the government at Halifax, stands idle—a "colossal red and gaunt-looking structure that towers above the deserted docks and wharves, resembling a monument," etc.

This is not particularly encouraging; but, not discouraged, the Canadian enthusiasts now ask for a ship canal to open up St. Clair River to Lake Erie on the Canadian side, and also subsidies for coasting vessels, all of which suggests the thought that the success, so far, of the Canadians' attempt to substitute public ownership for private initiative in the grain business, in spite of some imaginary or real drawbacks of private individuals as operators of so-called public elevators, has not been such as to encourage imitation. Perhaps some time in the next generation the Montreal elevator may arrive and warrant a revision of this opinion.

## THE RECIPROCITY QUESTION.

The reciprocity paragraph of the President's message is rather vague in form, although inferentially, by calling the attention of the Senate to the pending Kasson treaties, his purpose seems clear. Apparently, however, the politicians of the party in power are adverse to any "tampering with the tariff" at this time, yet the demand for wider markets, coming from both farmers and manufacturers, as well as a seemingly impending declaration of tariff war upon American grain and products by all continental Europe, seem to have taken the question out of mere politics and to have made tariff "tampering," either direct or in the form of reciprocity treaties, inevitable as the price of our continued commercial expansion.

The President's expression that "reciprocity must be treated as the handmaiden of protection" is very indefinite, not to say meaningless. Mr. Blaine's comment on the original draft of the McKinley bill was that it would "not sell a barrel of flour nor a pound of beef," and Mr. Blaine's reciprocity program was added to that bill to remedy that defect. The monumental blunder of the Wilson-Gorman bill, the rejection of Mr. Blaine's reciprocity principle, was only nominally corrected by the reciprocity features of the Dingley law, which confine American concessions to those articles whose importation could in no way affect American products, natural or manufactured. The latitude allowed Commissioner Kasson was, therefore, very narrow; nevertheless, he did succeed in negotiating the treaties still pending, the most important of which is with France, which is "held up" by the extreme protectionists. The "handmaiden of protection" then, in the view of Mr. Blaine, meant reasonable concessions in all directions in order to bring about a substantial reciprocal benefit; in the view of Mr. Dingley and the present extremists, it requires the concessions to come wholly from the other side.

Such a treaty was our commercial treaty with Canada of 1854-1866, which was one for the exchange of "natural products," of which Canada was the sole beneficiary, being always a seller and not a buyer. As considerably the larger



part of our own exports are now "natural products"—products of the farms, for example—any reciprocity treaty nowadays must, in all fairness to the West, be based largely on the exportation of natural products in return for manufactured products; for it is manifest that while for many decades we have been exporting more than we have imported, the end has come to any such condition. The transfer of the money center of the world from London to New York, which is believed to have already taken place, means that hereafter American commerce must be in large part an exchange of products for products, and not of products for money, securities or credit, as it has been in the past. If we are to continue to sell our wheat, corn and meats abroad we shall be required to buy something abroad, else our customers' poverty will destroy our commerce.

What form this "handmaiden of protection" shall take is, therefore, an important question for our western farmers and grain dealers. It is only too evident, in the light of the present tariff debates in Germany, Austria and France, and in view of the temper of other European states, that concessions must be made in the American manufactured goods tariff, or else American grain, flour, meat, etc., may be practically shut out of all Europe, Holland and Sweden, perhaps, alone excepted.

#### ANOTHER INDUSTRIAL COMMISSION REPORT.

The Industrial Commission has projected another of its numerous and voluminous reports. This last is devoted to the grain trade in the Northwest. The Commission finds, the report says, that the great terminal elevators at Chicago, and to a less degree elsewhere, are in the hands of a few men; that these men not only control the public elevators, but buy a very large proportion of the grain passing through them; that the commission business suffers by this practice; that the elevator men pay more for grain than the commission men can sell it for; that the elevator men, in addition to having no carrying charges to pay, are favored by the railways in the way of allowances and freight discriminations; that the eastern roads have leased their elevators to be operated in the same way; that while there is still some competition to the grain business, the tendency is to concentrate it in the hands of a few men who will eventually kill off all competition, etc. Incidentally the Commission has discovered that the elevator men mix grain and deliver on warehouse receipts the "inferior qualities."

A special drive is made at the Minneapolis elevator men, who are accused of notifying their agents of a decline in price by telegraph, but of a rise by mail; of discriminating against localities, and countenancing unfair inspections, etc.

Some of all this is news to the trade; most of it as interesting as two-year-old chestnuts usually are. But the question is, What does the Commission suggest to do about it? Nothing, apparently, except a hint to Minnesota to take the appointment of inspectors out of the hands of the governor and to establish a system of state inspection. Now, there's a distinction for you. One wonders if this recommendation came seething from the brain of Hon. Wm. Lorimer, member of the Commission and late

member of Congress from a Chicago district, and now chief appointment agent of the Gov. Yates machine in Illinois.

#### SEED TIME NOW.

One of the greatest difficulties in the way of a scientific movement toward the permanent amelioration of the dependent poor—for the abolition of pauperism, in fact—is the inability of reformers to prevent the making of new paupers by the public and by the public's guardians of the poor and our legislators. The system of "outdoor relief" and the indiscriminate giving of alms—even the housewife's sympathetic "poke out" to the tramp, are but ways of perpetuating the unending succession of chronic pauperism; the annual seed distribution from Washington is another.

The only thing that can now be said in extenuation of this annual effort to enlarge the pauper list of the country is that under the present season's rules of distribution, the seeds will not be distributed indiscriminately, as in the past, but seeds will be sent only to such parts of the country as are known to be adapted to their culture. Thus, Havana and Sumatra tobacco seed will be sent only to Florida and to certain parts of New England, where their culture has proved successful, and so on.

This delegation by Congress of its authority to the Agricultural Department to mitigate, as far as possible in this matter, the "demnition nonsense" of the average congressman, is something to be thankful for—perhaps all there is in sight; for certainly no one expects Congress, after all these years, to relinquish this "peculiar and beloved prerogative" of "joshing the granger" at the expense of Uncle Sam.

#### VIRTUE ITS OWN REWARD.

There was a most interesting bull movement in wheat for the fortnight ending about December 9, which was rather ahead of anything the market has seen since the spring of 1898, during the short but glorious reign of Joseph. Some even say that to find a parallel one must needs go back to the days of Armour, Kent, Hutchinson et al. At first the query was who was the bull, but as the height of the flurry occurred during "Stock Show" week and commission men found their commissions coming from outsiders only, they knew the bulls came from "The Yards."

The movement was short lived, and by December 10 the condition was as cleverly stated by the editor of the Pope-Eckhardt letter, who said: "Sometimes, so far as influencing price goes, the difference is small between a full crop and a crop-full." The crop was full, and profit-taking followed.

It was a gay time while it lasted, and it was the more welcome because, if the Duluth Commercial Record says truly, the bulge was strictly the "reward of virtue." The Record says:

The Chicago Board has always contended that the public never got a fair show for the wheat it purchased in the bucket-shops, because the shop itself was the seller, while if the wheat was bought on a board of trade, it had its influence on the price. . . .

Of course, there are some bucket-shops still in operation, but they are so small as to cut very little figure, and only in one or two cases do they use Chicago quotations.

It is a safe proposition to make that two years ago 75 per cent. of the wheat, corn and oats that

have been bought during the last two weeks on the various exchanges would have been absorbed by the bucket-shops and have had absolutely no effect on the market.

The Minneapolis Chamber of Commerce, New York Produce Exchange and other exchanges, whose quotations are being used by bucket-shops, owe it to themselves and to the trade in general to ferret out the bucket-shops still in existence and have the quotations withdrawn.

Now isn't that clever? And it's true, too; that's the best of it.

#### THE PRESIDENT AND THE COMMERCE COMMISSION.

Shippers generally throughout the country are pleased with the reference in the message to the interstate commerce law. A further evidence of the President's active interest in the perfection of this law is seen in the fact that he has since taken a personal part in bringing about a conference of the Commission, railroad men and members of Congress, with a view to an agreement. As to success in that direction, however, the public may not be so sanguine as the President may appear to be; but "any port in a storm" if it leads to a way home. This the way home the roads see only in an act enabling them to pool, forgetting that the first "trust," the railway pool, was a perspicuous failure, even before the law forbade pooling; and they now as persistently misrepresent the other side by insisting that the Interstate Commerce Commission insist on having the "rate-making power," in the face of the Commission's repeated denial of any such purpose. Certainly Mr. Prouty of the Commission, author of the Cullom bill which formulates the reforms the shippers want, has said positively that no such power is contained in or authorized by that bill. This matter of putting an end to rate discriminations against individuals and localities is a vital matter—the real key to the full freedom of our internal commerce, so vast in extent that the much-vaunted foreign commerce of the nation is but a drop in comparison, and it must be settled and settled right. It would be a great victory for the President if he could bring about this greatly needed reform by harmonizing all the various conflicting interests.

#### A NEW POINT OF LAW.

The case of Miller Grain Company against the Cumberland Gap Dispatch Line, referred to in "In the Courts," is a case of considerable importance, in that it announces the legal doctrine of the liability of the various roads associated in traffic originating with a "dispatch line," or parasite company, on contracts made by the latter's agent only. The principle is not new that all the component parts of a through line are bound, as agents, by the contract of the road on which the traffic originates; but so far as we know, the case at bar is the first that applies the same principle, so far as the shipper is concerned, to the various roads over which a dispatch line operates, thus making a contract with the dispatch line binding upon each of the several roads over which the line is operated. The measure of damages in this case (for delay in delivering grain at the seaboard) was, of course, the difference between the contract price for the grain if delivered according to shippers' agreement with the buyer and the market price of the grain when actually sold.



## EDITORIAL MENTION

Trades in 1902 wheat, much of which is as yet unplanted, began on the Chicago Board of Trade on November 29, July wheat selling at 76¾ to 77¼ cents.

According to the Peoria Journal of November 25, a complaint comes from the grain dealers at Mackinaw, Tazewell County, that shortages in weights at Peoria are becoming burdensome to country shippers.

Quebec congratulates herself on having entered upon a new commercial era, for on November 18 the first grain vessel, a barge from Kingston, carrying grain from the West to unload at Quebec, discharged her cargo of 22,000 bushels into the Great Northern Elevator.

Advice is cheap and is estimated at that rate. Nevertheless, in these times of speculative fever, it is just as well for the country grain dealer to remember F. H. Peavey's remark at Des Moines, that the only two real causes for failure in the grain business are speculation and bad management.

A bushel of corn makes 4½ gallons of whisky, which may help to explain why Peoria's corn receipts continue to grow larger and larger, while those of other markets are declining. In these days it's a question of "feed and drink," and, of course, in that case Peoria is "next" all the time.

A Chicago hay dealer who handles from 200 to 300 cars of hay per day thinks a glacier must have recently gone to pieces in the hay fields of a certain locality. At any rate, if the hay shipments continue from "those parts" until spring of the same sort, he's likely to have boulders enough on hand next May to build a good-sized house.

The grain committee of the St. Louis Merchants' Exchange has made a recommendation to the state railroad and warehouse commission that "sulphured" oats be inspected as such. We are not yet aware that such an order has been made, however. The sulphured barley question has been referred to the barley committee for further investigation.

The Chicago Board of Trade committee on appeals has decided, after an exhaustive hearing, that refunded switching charges on transit-billed grain belong to the country shipper, and not to the buyer of the grain. The charge has been abolished in this market, so that the ruling affects only the amounts to be refunded by the I. C. road, which had made the charge.

The complete control the railroads have over local industries is shown in the case of the Utah mills, whose necessity for wheat has just been relieved by a rate of 40 cents from the Palouse to Salt Lake City. This will enable Utah millers to use Oregon wheat for the first time in history, and at a price laid down of only about 72 to 75 cents per bushel. As soon as the rate

was announced by the Oregon Short Line, orders for 50,000 bushels were placed in Oregon.

The weighing committee of the Chicago Board of Trade has ruled substantially that the Board does not guarantee the weight of the official weighmaster. The ruling was made on a case where a Chicago shipper complained that there was a shortage of 1,130 pounds on six cars between Armour C and the Glucose Company's refinery, the car seals being untampered with in transit. The committee simply refused to hear evidence.

The agrarians of the Swedish parliament were not a little astounded the other day when a delegate convention of the agricultural societies of the nation declared that the proposed duty on American corn would ruin both the swine and poultry industries. Heretofore the duty on American corn has been looked upon as the cornerstone of Swedish agrarian protectionism, and this declaration has not a little shocked the members of parliament.

The news comes from Minneapolis that the grain men of that city will probably invite the Grain Dealers' National Association to hold its next annual convention in that city. An invitation of this sort would bear more weight and would, perhaps, be more heartily welcomed if it should be indorsed by and be accompanied by notice of affiliation of the Northwestern Grain Dealers' Association, with its 200 and odd members, having headquarters at Minneapolis.

Another line elevator employe in North Dakota has gone wrong to the tune of \$1,200, over and above \$1,500 previously turned in when suspicion pointed at him. As heretofore remarked in this connection, wages of \$40 a month and no shortage allowed, may secure all the honest men needed to run the line houses in the Northwest, but if they do the companies are singularly fortunate. Considering the responsibility involved, financial and technical, no other line of business would expect to do as well.

Secretary Dorsey of the Texas Association assures us there is no danger of an official attack on that Association. We are quite sure that so far as intentional acts of the Association are concerned, no such attack would be warranted. But, as in Kansas, we have all seen of late so many persecutions of legitimate trade associations as part of official personal politics that the printed news of a contemplated attack from the Austin capital had a show of color. Certain parts of the country have been in the silly stage of personal politics for some time. It is a relief to know that that plague has passed Texas by.

A new point of law has been raised at Seaford, Minn., of much interest and, perhaps, importance, to grain men. Schmid & Anderson, elevator owners, applied to the railway commission for an order for a sidetrack to their house, located just off the right-of-way of the North-Western road, that road having refused to build it, as it had previously refused to grant a site on its right-of-way for the elevator. The commission, at last advices, had not issued the order, but as the power of the commission to

order a siding to an elevator off the right-of-way is in question, the North-Western evidently intends to push the legal question to a final determination.

Lake traffic has closed after a prosperous season for the shipowners. The grain traffic was, however, far below that of recent years, as the receipts at Buffalo indicate. The wail of woe of the small owners that the trade would go to the bow-wows in proportion as the big fellows increased their tonnage or absorbed that of other companies, seems to have been premature. Ship-building is increasing and the individual vessel-owners still own half the lake tonnage and are as prosperous as they ever have been. Indeed, the chief drawback to the earning power of the vessels has been the inability of the railroads to take away cargoes from the lake terminals as fast as brought in.

The question whether a railroad company is required to grant space for elevators ad lib., on application, has been answered in Kansas by the attorney-general, who ruled recently, on the application of the anti-"grain-trust" trust, that the railroads in that state are not so required to grant building space. Similarly in Texas the railroad commission some time ago held that railroads cannot hold lands for any purposes other than those strictly within their needs as transportation companies. Thereupon the commission ordered the cancellation of a lease for an elevator site on their right-of-way, holding that the road's legitimate holdings of land were confined to its needs for tracks, depots and freight houses only.

A movement has been started by a New Hampshire man, P. R. Kimball of Grafton, one of the seventy-five voluntary observers of the weather bureau in New England, to secure remuneration for the services of observers at the rate of \$12 per month. This may prove the beginning of a real movement on the part of the observers to get pay for their work, and should it assume a practical form it would be a comparatively easy matter to secure the reform of the crop report service, so ably advocated by Mr. H. S. Grimes of Ohio, by combining the services of crop reporter and observer and paying one man for both classes of work. These reforms come slowly, but with the reporters themselves working for compensation or no service, this particular reform, the improvement of the national crop report, ought to work itself out more speedily than such movements usually come to a head.

This is the time of year when in addition to the natural fire hazards in elevators, there are added the seasonable ones that now need attention. For example, at this season, or even earlier, perhaps, all steam heating apparatus should be overhauled and examined to see that pipes are securely fastened and free from the woodwork; also that all dust is removed from the tops of pipes, especially those that run horizontally; that all water barrels are refilled with brine, and that during the extreme cold weather the contents are stirred up daily to prevent the water from freezing. Care should be taken, also, with oily waste, which should be deposited in the regulation metal waste cans. Care in these respects will tend in a great measure to



eliminate the fire hazard and the destruction of grain houses will be reduced to a minimum, to the benefit of owners, operators and employes in general, and also of the insurance companies, who will, of course, greatly appreciate this thoughtfulness.

Some of the various divisions of the Grain Dealers' National Association existing in Indiana have begun a movement looking to the formation of a state association with local branches, as in Illinois, Iowa, Nebraska, etc. The dealers of Indiana would no doubt find this advantageous, for the value of an active secretary's work in the state, as a means of promoting more perfect harmony, should commend itself to the dealers who appreciate what good local and federated state work means, while a strong state association would greatly increase the influence of the dealers of the state as a whole in the work of the National Association.

Pope & Eckhardt Company's letter of December 11 says: "The Secretary of the Treasury will anticipate interest due January 1, amounting to \$4,665,742, and is buying large quantities of government 4 per cent and 2 per cent bonds at round premiums, presumably to help sustain the price of 'lithographs' in Wall street. Doubtless it would be regarded as treason if a government official should ever do anything to help sustain the price of grain. Indeed, no recommendation was made by the Secretary of the Treasury for the repeal of the odious present tax on sales of farmers' grain made in any of the markets of the United States." This is a little severe, but it has a wholesome sting in the tail, all right.

The insurance regulations for the installation of grain driers, published on another page, seem, as do all of the board rules, more or less arbitrary; but, after all, if a drier is worth erecting at all, the fire hazard should be reduced to the lowest possible degree. When properly installed the greatest enemies of all elevator machinery are dust and chaff, which in the presence of fire, especially during working hours, when they are largely in the air, are as inflammable as gunpowder, and any rules that will require an elevator and its machinery to be erected properly, in the first instance, and then kept clean, are worth consideration, whether one insures in board companies or not—especially so if he does not.

The farmer or scoopshovel dealer is, of course, entitled, under the common law regulating railroads, to the use of cars for shipping his grain on demand, but there is certainly a world of sound sense in the remark of the Winnipeg Commercial that "it is unreasonable to expect the railway companies to supply individual farmers all over the country promptly with single cars, when business men and companies are wanting cars by the dozen or score or even in greater numbers, which they cannot get. When it is considered that the farmer will take from twenty-four to forty-eight hours to load a single car, while an elevator will load a train of cars in a few hours at most, it may be imagined who should be served first. In a time like the present, when the railways are straining every nerve to prevent a blockade, and when every-

thing depends upon the rapid handling of grain at interior and central points, it is not surprising that the farmers cannot get single cars to hold for one or two days." Indeed, to supply them with cars as demanded would be simply to make the blockade complete and cause much greater loss to the great mass of farmers who ship through the elevators than the individuals could possibly gain in benefits by having the cars.

It is not in accord with Weighmaster Foss' principles to overload cars in the way he seems to mention in his note, appearing in the department of "Communicated," but owing to the scarcity of cars, the Pennsylvania company is itself testing the strength of the new high-capacity cars just brought West for the grain traffic. The capacity of these cars is marked as 100,000 pounds, but they were loaded to 10 per cent in excess of that amount, making the load 55 tons of grain. As Mr. Foss suggests, the results of these physical tests will be watched with interest. Such cars would hardly do for inland shippers' use, but they are assuredly an evidence of an evolution that must eventually have a marked influence on through traffic rates and service.

The last bull movement in grain has been very hard on the bucket-shops, several of which have "laid down," including some of the largest in Kansas City, Atlanta, Memphis, etc., as well as a young man at Milwaukee, who seems to have used his connection with a prominent Chicago firm to do a little trading in their name on his own account. When wheat went kiting he left the country, as did previously, also, the agent of a St. Louis concern at Florence, Ala. This is the regular stated phenomenon for the stragglers of a bull movement. Everybody with sense enough to draw a check for margins knows it—or ought to; nevertheless, the suckers newly arrived "at the age of discretion" continue to pour their money into this kind of sinkhole just as freely as if they expect the laws of nature to be reversed for their benefit. No tears need be shed on the victims' account, but grand larceny should be discouraged by law just the same.

In the handling of goods and directing their transportation it is practically a necessity that both the shipper and the receiver should understand something of the fundamentals of the law relating to bills of lading. In the grain and hay business the use of bills of lading is far greater than in any other line of trade, and as the volume of shipping is greater than any other class of commodities, with the possible exception of coal, the importance of a knowledge of the rights, duties and liabilities of the carrier and of the shipper and receiver is manifest. This subject has, of course, been repeatedly discussed, but rarely with more concise vigor than by Mr. J. B. Daish of Washington, in his paper, page 277, which is commended to the reader's attention. In this connection we would advise also a reading of the paper by Hon. S. W. Little on "The Duties and Obligations of Common Carriers," on page 266, and also a rereading of the paper on "Commercial Law," by the same gentleman, on page 241 of the November number. These three papers form an admirable presentation of the complexity of our commercial

laws as made by the states, and while one confesses to a liking for our system of government as a whole, yet we cannot but wish there might be a speedier unification of the state laws governing commerce than is likely to obtain.

The only developments in the prosecution of members of the Kansas Grain Dealers' Association during the past thirty days has been the filing of appeals to the state Supreme Court by Secretary Smiley and Messrs. Dreany and Shotes of Rush County. In the application, also, of Mr. Smiley to the United States District Court at Topeka for a writ of habeas corpus, to remove himself from the jail judgment of the state court, the court held that Mr. Smiley should be required to exhaust all remedies of the state courts before appealing to the federal courts, and refused the writ. From this ruling an appeal was taken to the United States Supreme Court. Mr. Smiley holds that his prosecution is in violation of his rights under the fourteenth amendment to the constitution.

The Erie Canal enlargement campaign in the New York legislature will be resumed when that body meets after New Year's. The friends of the 1,000-ton barge canal talk hopefully of being able to secure the adoption of their plan; in spite of its immense cost and notwithstanding the opposition of Governor Odell; but outsiders are not so sanguine, especially in view of the fact that there is a vigorous opposition to it among the canal's friends—divided, however, as advocates of the enlargement on the basis of the \$9,000,000 plan, and as friends of a canal to be made by the federal government—to which factions must be added the friends of the railways, who oppose any enlargement scheme and who at the last session were able, when Senator Depew gave the wink, to make the whole question "go 'way back and sit down."

While there has been of late years, and more particularly during the last two years, a tentative return to protective ideas by certain newspapers of Great Britain, it is apparent from the behavior of the government that the mass of the English people have not yet receded far from their free trade notions, held for the last sixty years. The sugar tax law enacted a few months ago is a case in point. It is entirely excise in character; that is, the domestic production of refined sugar is taxed at the same rate as the imported sugar. This makes the tax one for revenue exclusively and not protective. Now it has so happened, thanks to continental sugar bounties, that since the imposition of the tax sugar in England has been actually lower than ever. The ex post facto method of economic argument is not unknown in this country, which will, of course, appreciate the felicitous position in which this argument places the treasury, for should a return to the "corn laws" prove unavoidable, the working people of the towns will be appeased and the question of policy saved by levying an excise equivalent to the tax placed on the imported grain or grain products. And this is much more likely to be the outcome than the protective measures advocated by some newspapers, which are hoped for "both as a revenue measure and because they would facilitate special trade arrangements between the motherland and the colonies."



## Trade Notes

Eugene C. Kirby, treasurer, has withdrawn from the Milwaukee Rice Machinery Company at Milwaukee, Wis.

Schroeder Brothers, manufacturers of portable grain dumps, Minier, Ill., have begun the erection of an addition to their factory.

Tweedale & Harvey, Plymouth Building, Chicago, have sold one of their Perfection Grain Driers to Babcock & Hopkins of Rensselaer, Ind.

The Southern Pea Huller Company, Nashville, Tenn., has been incorporated with a capital of \$10,000, by Samuel H. Williams, Samuel P. Sparks, B. M. Johnson and others.

H. L. Day, Minneapolis, Minn., among recent contracts for Day's Dust-Collecting System has taken the order for equipping the large Grand Trunk Elevator at Portland, Me.

James Stewart & Co., the well-known contractors, are building a 100,000-bushel grain elevator for the Purina Mills, owned by the Robinson-Danforth Milling Company, at Eighth and Gratiot streets, St. Louis, Mo.

Phillip Smith, Sidney, Ohio, builder of elevator machinery, etc., is erecting a brick building to be used as a foundry. The building will be 50 feet wide and 70 feet long. It will be ready for use probably by the 1st of January.

"Dixon's Graphite is used for lubricating the smallest to the mightiest mechanisms, from a Veeder Cyclometer to a ten-wheel Mogul Locomotive," says a recent piece of advertising matter from the Joseph Dixon Crucible Company.

Circular No. 65, issued by the Jeffrey Manufacturing Company, Columbus, Ohio, presents some of their latest labor-saving specialties, such as mortar and concrete mixing machines, horsepower, rubber belt conveyors, automatic dump cars, etc.

McCord & Kelley, dealers in grain and hay, at 358 North High street, Columbus, Ohio, are favoring their friends with a vest-pocket memorandum book, gilt edged and leather bound. It is a very acceptable gift and at the same time should serve to induce trade for this worthy firm.

The Boston Woven Hose & Rubber Company, 187 Lake street, Chicago, has been awarded the contract for the entire lot of hose, carts, reels, etc., for fire protection in the Grand Trunk Elevator, now in process of erection at Portland, Me., by the John S. Metcalf Company, contractors.

The first 1902 calendar to arrive at this office comes from the Main Belting Co., 55-57 Market street, Chicago. It is a heavy Scotch gray board, nearly 14x20 inches, with calendar pad of the same shade. The upper portion bears a fine reproduction of a photographic study entitled Purity.

The Hall Distributor Company of Omaha, Neb., reports a steadily increasing demand for their improved Overflow Signaling Grain Distributor, especially throughout the central grain states. Their sales for the month of October exceeded those of any month of the year. Their device is rapidly becoming a favorite with the elevator trade.

The Borden & Selleck Company, Chicago, report recent sales of Howe Gasoline Engines to Morris Kennedy, Rochelle, Ill.; D. C. Dunn, Osman, Ill.; Northern Grain Company, Lake Mills, Iowa; Stephens & Tyler, Midland City, Ill.; Hubbard & Palmer, Lake Wilson, Minn.; M. Schmitz and Bliss & Sensencall, Stewart, Minn.; Turner & Brenner, Anchor Grain Company and L. O. Hickok, Minneapolis; Northern Grain Company, Scarville, Iowa; C. W. Gregory, Mellette, S. D.

H. Channon Company of Market and Randolph streets, Chicago, have just issued a 412-page catalog, embracing all lines of which they are jobbers or manufacturers. Special attention is given to Ajax Transmission Rope and wire rope transmission, while a sufficient number of pages is devoted to twines, cordage, leather and rubber belting, packing, sheaves, buckets, etc. The catalog

also includes general supplies for power plants, elevators, foundries and machinists.

The Red Wing Malting Company, Red Wing, Minn., has contracted with S. H. Tromanhauser for the erection of a 200,000-bushel elevator. There will be five stands of elevators and five special Gerber Improved Distributing Spouts will be used. Each of these spouts will reach 35 bins, and all will be operated from the working floor, making it a very complete and convenient working house.

The Invincible Grain Cleaner Company, Silver Creek, N. Y., desire to take this opportunity of thanking their many friends for their generous patronage in the past and of wishing them all a Merry Christmas and Happy and Prosperous New Year. Trade with them during the year 1901 has been all that was anticipated. They have had many more orders during the entire year than they had during the year previous, and the more machines they send out the harder it is to keep within sight of the vigorous demand. Their English trade has been fine. Although their London office has been in full operation but four months, yet they have sold some forty machines through that agency, which demonstrates that this trade is going to expand in the same manner that the trade in this country has. They promise some new machines for the coming year, and always keep their machines up to the standard, adding any improvement shown practical, without reference to the expense.

The Chicago Grain Salvage Company, whose announcement appears in our advertising columns, has commenced active operations in its new plant on the Belt Line, in this city, and is already handling a large amount of business. This enterprise has for its object the renovation of all kinds of grain and seed which have become damaged by fire or water, and the plant is devoted exclusively to this purpose. The company does not buy grain of this character, but operates its elevator as a public hospital, where all owners of grain may send grain for treatment at a nominal cost. While designed primarily for the salvage of burnt grain for insurance underwriters, yet others will be served, and the company will receive out-of-condition grain as well as salvage, and will dry and ship it promptly for its owners, whoever they may be. The company solicits correspondence from all requiring the service of drying facilities, and also from those desiring to purchase damaged grain, which the company sells for the owners' account.

### MUTUAL INSURANCE IN OHIO.

The Ohio Grain Dealers' Mutual Fire Insurance Association started out its inspectors to survey risks on December 10, and will begin issuing policies on January 1. The object of this Association is to furnish its members, owners of elevators, etc., in Ohio, fire insurance at cost, or, using the Ohio Fire Insurance Bureau's basis of rates, at a cost equal to those rates minus about 50 per cent of the cash premiums, which is absorbed by stock companies in paying extravagant salaries, large expenses of operation and dividends to individual shareholders. There is no question of the ability of a mutual company, well managed, to do this. It has been done; and it is being done now by other mutual companies operating in a number of states and insuring this and kindred classes of risks. All that is needed to make the new Association a success is the coöperation of those elevator owners in Ohio who are tired of paying the extravagant board rates now in effect.

It is not practicable for us in this place to go into the details of the Association's plan. Suffice it to say that Secretary McCord's outline shows it to be substantially that of the successful older mutual companies, and one that should commend itself to insurers as eminently fair as well as practicable and safe. Those who are interested may, therefore, be referred to Secretary J. W. McCord, 358 North High Street, Columbus, Ohio, who will gladly supply all information desired.

Peoria's grain receipts for eleven months of 1901 were 32,268,566 bushels, against 28,604,750 in same eleven months of 1900.

### GRAIN INSPECTORS' MEETING.

The officers of the Chief Grain Inspectors' National Association, believing that the time has arrived to make a start at uniformity of inspection, have, under date of December 9, issued the following letter to chief inspectors:

The success attending the formation of the Chief Grain Inspectors' National Association by the acquisition of several more members since the meeting at Des Moines, Iowa, in October, assures me that the time has arrived for the Association to meet and take some action toward the accomplishment of the objects for which the Association was formed.

I would therefore suggest that a meeting be held in Philadelphia, in the month of January, 1902, and that each of the chief inspectors have prepared minimum samples (say not less than one-half (½) bushel) of each contract grade of grain in force in their several markets and forward them in time for said meeting, care Chief Grain Inspector, Philadelphia; said samples, with the approval of the Association, to be submitted to a committee of the chief inspectors for their review and classification, they in turn to select, with the general good of the grain trade in view, such samples as in their good judgment should be the minimum of the contract grades, and should such samples be confirmed by the Association, that duplicates of each grade so confirmed be furnished to each of the chief inspectors, to be by them submitted to their several grain committees and warehouse commissioners for adoption or rejection.

As it is the purpose to hold this meeting at such time during the month of January as will best suit the convenience of the majority of the members, you will please notify the secretary as promptly as possible, what date will best suit you, so that notice of the time of the meeting can be promulgated.

Yours truly, JOHN O. FOERING, Pres.

(Signed) J. D. SHANAHAN, Secretary.

About 1,000,000 bushels of grain have been engaged already for boat storage at Duluth and some of the vessels have begun loading.

The gross receipts of the Minnesota inspection office for November last were in excess of \$50,000, or at least \$10,000 ahead of the largest previous record (November, 1895).

Milwaukee's shipments for the navigation season were only 11,681,294 bushels, against 17,891,186 a year ago. The business was chiefly in oats (5,308,395 bushels), barley (2,838,763 bushels) and corn (2,400,381 bushels).

Winnipeg wheat inspections for September, October and November, 1901, were 22,153 cars, against 5,989 cars same months of 1900, and 15,768 in 1899. There were this year, 738 cars of oats, 106 cars of barley and 87 cars of flax seed.

About 75 grain and feed dealers in Cleveland have organized the Cleveland Grain Dealers' Association, with E. M. Folsom as president; A. W. Gibbons, vice-president; W. A. Bennett, secretary, and James Handyside, treasurer.

Duluth has broken her big car record, H. Poehler & Co., on November 21, having received a carload of flaxseed containing 115,880 pounds, or 2,069.16 bushels. It came in a N. P. 90,000-pound car. The equivalent in wheat would have been 1,931 bushels.

At a conference in Louisville in November of shippers to and railroads of the South and Southeast, the rates were readjusted by cutting out entirely the 3-cent shrinkage heretofore allowed on corn and agreeing to throw every safeguard around the application of the 2-cent shrinkage at Louisville and Cincinnati on grain from Illinois points.

### EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending December 7, as compared with same weeks last year, have been as follows:

Articles.	For week ending Dec. 7. Dec. 8.		For week ending Nov. 30. Dec. 1.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	1,388,000	1,607,000	2,300,000	1,220,000
Corn, bushels.....	239,000	4,600,000	603,000	6,352,000
Oats, bushels.....	32,000	652,000	32,000	1,008,000
Rye, bushels.....	.....	11,000	9,000	18,000
Barley, bushels.....	14,000	10,000	9,000	138,000
Flour, barrels.....	302,100	300,000	370,200	218,400



## RANGE OF PRICES AT CHICAGO

The daily range of prices for cash grain at Chicago for the month ending Dec. 12 has been as follows:

November.	NO. 2 <sup>W</sup> R.W. WHT		NO. 1 <sup>W</sup> S.P. WHT		NO. 2 CORN		NO. 2 OATS		NO. 2 RYE		NO. 1 N.W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
13.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
14.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
15.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
16.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
17.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
18.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
19.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
20.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
21.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
22.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
23.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
24.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
25.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
26.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
27.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
28.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
29.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
30.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
31.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
Dec. 1.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
2.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
3.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
4.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
5.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
6.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
7.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
8.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
9.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
10.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
11.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147
12.....	71 1/2	73	71 1/2	73	58 1/2	59 1/2	40 1/2	41	60	60	147	147

\* Nominal price. † Holiday.

During the week ending November 15 Prime Contract Timothy Seed sold at \$6.20@6.25 per cental; Prime Contract Clover Seed at \$9.00; Hungarian at \$1.10@1.30; German Millet at \$1.10@1.60; Buckwheat at \$1.25@1.30 per 100 pounds.

During the week ending November 22, Prime Contract Timothy Seed sold at \$6.20@6.25 per cental; Prime Contract Clover Seed at \$8.75@8.95; Hungarian at \$1.15@1.50; German Millet at \$1.15@1.60; Buckwheat at \$1.25@1.30 per 100 pounds.

During the week ending November 29, Prime Contract Timothy Seed sold at \$6.25@6.35 per cental; Prime Contract Clover Seed at \$8.90@8.95; Hungarian at \$1.35@1.60; German Millet at \$1.25@1.60; Buckwheat at \$1.28@1.30 per 100 pounds.

During the week ending December 6, Prime Contract Timothy Seed sold at \$6.35@6.55 per cental; Prime Contract Clover Seed at \$9.10@9.40; Hungarian at \$1.50@1.60; German Millet at \$1.25@1.60; Buckwheat at \$1.30 per 100 pounds.

## WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets during the twenty three weeks ending Dec. 9, for the last two years, according to the Cincinnati Price Current, were as follows:

	1901.	1900.
St. Louis.....	13,919,000	15,552,000
Toledo.....	3,777,000	6,472,000
Detroit.....	1,744,000	1,557,000
Kansas City.....	15,341,000	25,147,000
Winter.....	36,781,000	49,028,000
Chicago.....	34,982,000	23,947,000
Milwaukee.....	6,474,000	3,986,000
Minneapolis.....	49,661,000	40,558,000
Duluth.....	30,141,000	10,822,000
Spring.....	121,258,000	84,373,000
Total bus., 23 weeks.....	158,039,000	133,401,000

## FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 16 months ending with November as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1901-02.	1900-01.	1901-02.	1900-01.
August.....	561,070	1,125,750	289,587	749,135
September.....	307,000	764,250	296,782	522,880
October.....	554,250	931,500	52,092	536,664
November.....	438,750	746,384	103,841	490,505
December.....	474,000	.....	108,068	.....
January.....	334,500	.....	69,950	.....
February.....	254,750	.....	119,607	.....
March.....	306,000	.....	196,913	.....
April.....	244,750	.....	140,550	.....
May.....	236,250	.....	134,733	.....
June.....	135,750	.....	105,342	.....
July.....	105,000	.....	13,678	.....
Total bushels.....	1,914,000	5,653,384	745,302	3,188,085

Montreal, during the navigation season just closed, handled 13,645,000 bushels of grain, as against 11,168,000 bushels a year ago.

## RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of November, 1901:

**BAITMORE**—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	1,517,190	1,048,883	1,063,494	1,111,118
Corn, bushels.....	771,616	4,598,212	272,912	4,510,309
Oats, bushels.....	161,530	478,300	530	187,071
Barley, bushels.....	22,99	7,100	.....	1,005
Rye, bushels.....	105,809	118,983	68,510	25,714
Timothy Seed, bushels.....	1,412	4,179	.....	.....
Clover Seed, bushels.....	4,697	3,610	.....	1,787
Hay, tons.....	4,958	4,026	1,651	1,424
Flour, bbls.....	42,084	314,810	267,744	217,775

**BOSTON**—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	1,451,518	1,248,157	1,396,311	457,85
Corn, bushels.....	311,630	2,191,914	472,933	1,701,556
Oats, bushels.....	417,871	1,139,060	65,291	555,712
Barley, bushels.....	10,000	13,000	.....	18,656
Rye, bushels.....	4,230	1,000	.....	.....
Flax Seed, bushels.....	212,218	111,771	67,961	137,005
Hay, tons.....	10,270	14,150	8,919	1,820
Flour, barrels.....	243,016	262,572	122,531	175,407

**BUFFALO**—Reported by T. Howard Mason, secretary of the Merchants' Exchange: (Rail shipments only.)

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	7,727,049	6,678,462	4,969,000	3,739,000
Corn, bushels.....	2,454,000	7,129,770	1,853,000	6,518,000
Oats, bushels.....	2,293,400	2,559,017	1,083,000	2,349,000
Barley, bushels.....	2,188,911	2,183,572	947,000	731,000
Rye, bushels.....	65,000	1,001,955	22,000	38,000
Timothy Seed, lb.....	.....	.....	.....	.....
Grass Seed, lb.....	30,118	.....	.....	.....
Flaxseed, bushels.....	4,591,500	.....	.....	.....
Hay, tons.....	.....	.....	.....	.....
Flour, barrels.....	1,308,69	.....	.....	.....

**CHICAGO**—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	5,421,181	3,940,372	3,472,442	5,161,139
Corn, bushels.....	2,885,698	7,835,836	3,884,593	9,530,173
Oats, bushels.....	6,912,152	4,635,047	7,157,522	4,994,787
Barley, bushels.....	2,669,750	2,048,274	544,817	502,341
Rye, bushels.....	401,974	89,439	21,939	61,040
Timothy Seed, lb.....	2,826,855	3,178,289	1,711,049	710,410
Clover Seed, lb.....	1,016,186	1,152,140	206,449	545,764
Other Grass Seed, lb.....	2,336,261	1,152,596	1,131,787	2,433,603
Flaxseed, bushels.....	3,946,478	677,812	578,683	.....
Broom Corn, lb.....	2,407,300	906,745	1,296,948	777,523
Hay, tons.....	18,534	13,796	1,304	495
Flour, barrels.....	898,517	509,896	625,583	463,150

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	77,198	72,538	39,950	48,413
Corn, bushels.....	376,53	410,516	109,281	165,086
Oats, bushels.....	295,200	351,904	114,917	119,645
Barley, bushels.....	144,546	129,062	6	862
Rye, bushels.....	37,191	26,414	9,258	10,311
Timothy Seed, bgs.....	5,761	3,279	2,984	633
Clover Seed, bgs.....	4,566	2,217	1,53	762
Other Grass Seeds, bgs.....	13,196	9,465	9,043	4,874
Hay, tons.....	12,872	6,014	7,216	2,626
Flour, barrels.....	195,983	220,988	156,107	186,322

**CLEVELAND**—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	212,178	238,877	35,420	61,747
Corn, bushels.....	724,822	1,272,502	389,550	1,049,876
Oats, bushels.....	756,631	879,668	283,041	480,211
Barley, bushels.....	8,315	55,032	800	11,000
Rye, bushels.....	1,630	3,025	22,940	4,010
Flaxseed, bushels.....	.....	.....	30,000	25,500
Hay, tons.....	4,673	16,013	423	2,514
Flour, barrels.....	58,300	61,700	19,000	29,110

**DETROIT**—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	211,316	204,667	139,967	62,508
Corn, bushels.....	234,754	377,867	125,213	146,192
Oats, bushels.....	298,024	357,735	55,171	83,613
Barley, bushels.....	210,480	270,803	.....	7,027
Rye, bushels.....	61,840	20,389	45,577	31,533
Hay, tons.....	29,960	26,300	22,000	20,100

**DULUTH**—Reported by S. A. Kemp, secretary of the Board of Trade:

Wheat, bushels.....	7,095,326	3,913,689	6,354,888	3,012,405
Corn, bushels.....	1,879	226,309	7,461	111,503
Oats, bushels.....	70,512	327,573	317,078	13,690
Barley, bushels.....	482,20	548,921	1,160,057	945,111
Rye, bushels.....	122,908	122,215		
Flaxseed, bushels.....	6,226,069	2,176,571	6,516,168	2,829,988
Flour, barrels.....	762,175	608,950	916,670	522,935
Flour production, bbls.....				



# ELEVATOR

## GRAIN NEWS

### AMONG CHICAGO'S ELEVATORS.

At Stege Bros.' transfer elevator at Matteson, Ill., improvements are always in order. The latest to be installed is a sleigh dump.

The New England Elevator, now known as Grand Trunk No. 3, is in operation again, after a considerable interval of idleness. P. Schaeffer has succeeded R. C. Simons as engineer.

Armour Elevator D, at Morgan street and the South Branch, was recently closed down for three days, during which time needed repairs were made and the engine bearings rebabbitted.

Rapid progress is being made on the improvements of Central Elevator B at the foot of South Water street. The new annex is being constructed of brick and the cupola of the main building made 33 feet higher.

Owing to the dullness now being experienced by nearly all of the Chicago elevators, it is stated that fifteen inspectors of the state board have been laid off temporarily; also that several Board of Trade weighmen are taking an enforced vacation.

Merritt Elevator A at South Chicago has had an unprecedented run of hard work, having been kept constantly busy this entire season. An iron-clad frame addition for the millwrights' use has been erected. The capacity of this house is 600,000 bushels.

Rosenbaum Bros.' Belt Line Elevator at Eighty-fifth street and Stewart avenue was started up again recently, the new power plant being completed. Additional heads from the automatic sprinkler system have been placed under the cleaning machines.

The new fireproof power plant of the Minnesota Elevator, owned by the Armour Grain Co., and situated at Weed street and the South Branch, is now completed and in operation. The old horizontal boilers have been removed and the old boiler house utilized as a carpenter shop.

The St. Louis and Annex Elevator is taking advantage of the present dull season to make changes and repairs. The mud drums are being removed from the boilers and blow pipes installed for the purpose of cleaning. Keith & Co. are the operators of this house. It has only been run at intervals since October 1.

Chicago elevator owners have been fortunate as regards fire losses during the present year. The three fires which occurred occasioned no great loss. The Leit & Fritze Oakdale Elevator was vacant and practically dismantled. The Badenoch Elevator was a small house, as was also Grand Trunk Elevators Nos. 1 and 2, located at Elsdon, and which at the time of the fire contained no grain.

Calumet Elevators A, B and C are being overhauled to some extent and new electric lighting equipment installed. In Elevator A, new bearings and shafting are being put in. The exterior of the buildings are also being partly recovered. On December 12 a steamer was loaded with 125,000 bushels of wheat for transfer to the Chicago Dock Co.'s storage tanks for the Albert Dickinson Co.

The annual report of the directors of the Chicago & Northwest Granaries Co. for the last crop year was submitted to the stockholders at a recent meeting in London. It shows a profit of \$54,067, which still leaves a debit balance on the company's profit and loss account of \$21,152. Up to October 15 the managers reported the business for this year to be nearly double that of the corresponding period of last year.

The Calumet Grain & Elevator Co.'s plant at Ninety-sixth street and the Calumet River, South Chicago, is experiencing considerable ill luck. The recently erected Elevator C is having its interior practically rebuilt. All light timbers and machinery are being removed and heavier ones substituted. A new main line shaft running the entire length of the plant, is also to be installed. This will necessitate closing down the entire plant for a time. The working house C has settled to such an extent that it is being raised some 7 inches by means of jack screws. The capacity of this plant is 540,000 bushels.

### ILLINOIS.

F. L. Churchill is enlarging his elevator at Weston, Ill.

Andrew Drohm is building a grain elevator at Danvers, Ill.

W. H. Brown of Rutland, Ill., has purchased the Rossming Elevator.

Frank Barfield's new elevator at Toulon, Ill., is nearly completed. It is a first-class structure and

will be operated by a 10-horsepower Fairbanks-Morse Gasoline Engine.

An elevator is to be built at Franklin Grove, Ill., by a Mr. Reinhart.

E. W. Dimond, Capron, Ill., has sold his elevator interest to Ed Hyndman.

W. A. Pratt has had a new office built for his elevator at Larchland, Ill.

The Goff & Yates elevator at Rantoul, Ill., is now practically completed.

The new Austermyer Elevator at Irvington, Ill., is being pushed to completion.

Homer Thom is reported to have sold out his grain business at Garfield, Ill.

Ellis & Wagner are doing business in their newly completed elevator at Washington, Ill.

W. M. Prillman of Rossville, Ill., is to build and operate a large grain elevator at Danville, Ill.

The Benson Elevator at Catlin, Ill., is to receive a number of improvements in the near future.

An elevator of 20,000 bushels' capacity is being built at New Philadelphia, Ill., by Harris & Warren.

Hayward Bros. have installed a 12-horsepower Charter Gas Engine in their elevator at Cooksville, Ill.

The Mattoon Elevator Co. has purchased the elevator at Gays, Ill., and will replace it with a new one.

L. B. McKenzie purchased T. J. Burch's grain elevator at Morrison, Ill., and took possession on December 1.

Farmers contemplate building a coöperative elevator at Neponset, Ill., to compete with the Neola Elevator Co.

The United Elevator & Grain Co. of St. Louis has been licensed to do business in Illinois with a capital of \$50,000.

The Farmers' Elevator Co., Leonard, Ill., is reported to be in a prosperous condition, the \$10 shares being held at \$30.50.

Siebens Bros. have sold their grain and lumber business at Buckley, Ill., to C. H. Rumley, who recently sold his elevator there to B. E. Morgan.

L. W. Porterfield, St. Joseph, Ill., has purchased and taken possession of C. H. & P. G. Jones' elevator at Rising, Ill. Its capacity is 35,000 bushels.

W. D. Chase & Co., grain and coal dealers of Woosung, Ill., have bought out the general merchandise business of McGrath Bros. at that place.

The Paul Smith Grain Co., Lincoln, Ill., has been incorporated with a capital stock of \$50,000, by G. G. Willard, Wm. W. Vans and Andrew Hummel and.

A 20,000-bushel elevator is to be erected at Brisbane, Ill., on the E., J. & E., by O. P. Pease of that place and H. J. McDonald of Frankfort Station.

A. L. Schaeffer of Paris, Ill., recently made a shipment to Chicago of 75,000 to 80,000 pounds of popcorn, an unusually large shipment of this article.

Jordan Brothers of Heyworth, Ill., last month filed a petition in bankruptcy as a firm and as individuals. Their scheduled liabilities are \$60,000; assets, \$323.

The Henderson Grain Co., operating Bowman, Son & Co.'s elevator at Grayville, Ill., under lease, recently made quite a number of improvements on the building.

W. Council has completed a 30,000-bushel elevator at Williamsville, Ill. It is the only elevator at that point and takes the place of one that was burned last September.

Machinery and supplies for the new elevator of S. C. Bartlett & Co. at Hahnemann, Ill., furnished by Younglove & Boggess Co., will include the improved Hall Grain Distributor.

The Farmers' Elevator Co. of Leonard, Ill., are equipping their new elevator with machinery furnished by the Weller Mfg. Co. of Chicago, including an improved Hall Distributor.

V. E. Setterdahl, New Windsor, Ill., has sold a half interest in his elevators to F. L. Hough of Woodhull. They will do business after January 1 under the firm name of Hough & Setterdahl.

A. M. Judd and Herbert Warner have purchased Chas. M. Burkett's North Side Elevator at Dixon, Ill. They will grind feed and do a wholesale and retail business in grain, mill feed, hay, straw, flour, corn meal and buckwheat.

F. M. Murphy, who recently bought out F. P. Rush & Co.'s line of elevators, is to build several new ones on the new D. & S. One of these is being put up at Osborn and another will be erected at Mt. Auburn. Moberly Bros. of Windsor will also

build at these two points. The Turner-Costello Co. of Maroa and Ulrich & Sons of Springfield will also build at Mt. Auburn.

The station of Van Patten, Ill., on the new extension of the C. & N. W., has a new elevator erected by Younglove & Boggess Co. for S. C. Bartlett & Co. of Peoria. A 6-inch, 12-duct Hall Distributor has been installed.

The Knox Milling & Exchange Co., Galesburg, Ill., has been incorporated with a capital stock of \$10,000, to deal in grain, farm products and implements. The incorporators are C. M. Avery, M. C. Goodsill and W. H. Sample.

S. C. Bartlett & Co. of Peoria, Ill., will complete new elevators at Normandy, Manlius and Buda. Equipment of machinery furnished by Younglove & Boggess Co. of Mason City, Iowa, will include the 6-inch, 12-duct Hall Grain Distributors.

Borden & Selleck Co., Chicago, recently supplied large scales to the following parties in Illinois: Stephens & Tyler, Midland City; J. R. Wegner, Metamora; Rogers, Bacon & Co. at Saunemin, Cropsey and Risk; G. W. Maddin, Thawville; D. C. Dunn, Osman.

We are informed that E. & I. Jennings have disposed of their interest in the grain business to the Mattoon Elevator Co., and that they have retired from the business entirely and will not be connected with it in any way either at Gays or Mattoon, Ill., or any of the stations they previously controlled.

J. E. Hawthorne's new 30,000-bushel elevator at Cooksville, Ill., built by G. T. Burrell & Co., Chicago, commenced running November 21. On the opening day a prize for the largest load of oats, hauled to the elevator, was offered, consisting of the fancy price of 45 cents per bushel. The prize was taken by Hugh Hays, who brought in a load of 11,070 pounds, netting him \$129.37.

### CENTRAL.

An elevator is being erected at Cygnet, Ohio.

Fred G. Arps has sold out his grain business at Malinta, Ohio.

A car loader has been installed in the Grace Elevator at Ashville, Ohio.

C. A. Kern is to build an elevator on the M. C. R. R. at Auburn, Mich.

Theo. Paulin has purchased D. L. Paulin's grain elevator at Jamestown, Ohio.

Jay Baldwin of Lenox has purchased W. F. Edmonds' elevator at New Haven, Mich.

Hoyt & Noble have fitted up a new building at Fostoria, Ohio, for their grain and wool business.

Wilson & Boyd, Russellville, Ind., will have their new elevator completed and equipped by next spring.

Jesse Pfeiffer, of Pfeiffer & Son, has sold his interest in the elevator at West Milton, Ohio, to his father.

J. E. Johnson, Tyner, Ind., has enlarged his elevator and installed a 20-horsepower Model Gasoline Engine.

Henry W. Wilson, Marlette, Mich., has recently replaced his old gasoline engine with a new Model Engine.

A new dump and other improvements were recently made on the Nickel Plate Elevator at Old Fort, Ohio.

The Seckner Co., Chicago, is making plans for a 30,000-bushel grain elevator at Kents, Ind., for E. W. Wagner.

Jordan & Vanica have taken possession of the grain elevator at East Liberty, Ohio, recently purchased from Greely & Co.

Marey & Whitney of Oakwood, Ohio, have installed a 6-inch, 10-duct Hall Grain Distributor in their elevator at that place.

It is reported that Niles, Mich., will erect a municipal grain elevator in order to afford farmers a market for their grain there.

Fisher Grain Co., New Paris, Ind., are adding new machinery to their elevator and installing a 12-horsepower Model Gasoline Engine.

The contract for the elevating and conveying machinery for Raymond P. Lipe's new elevator at Bryan, Ohio, was awarded to the Weller Mfg. Co., Chicago.

The 25,000-bushel elevator erected at Gaston, Ind., by Goodrich Bros. of Winchester, is now ready for business. C. E. Leslie is the firm's local representative.

D. Mansfield, Remus, Mich., has an elevator 30x65 feet, with bin capacity of 4,500 bushels. He informs us that he expects soon to increase his storage capacity about 10,000 bushels. He has



handled this season, up to December 5, fifty-seven cars of rye and eight cars of beans.

R. Turner of Avery, Ohio, has recently equipped his line of elevators with No. 3 Overblast Separators, bought of the Dickey Mfg. Co. of Racine, Wis.

The Ainsworth-Shepard Co., Hicksville, Ohio, are refitting their elevator and have purchased a 30-horsepower Model Gasoline Engine for their power.

W. G. Hunter & Co. have purchased a lot at Washington street and the Belt Railroad, Indianapolis, where they propose to erect a large grain elevator next spring.

The Indiana Elevator Co., Noblesville, Ind., has been incorporated with a capital stock of \$30,000. The incorporators are D. W. Marmion, David Anderson and Harley De Wolf.

Bennett Taylor of South Raub, Ind., is building a new elevator at Taylor's, Ind. This modern building will be completed at an early date and is to be equipped with two Hall Distributors.

Kirkpatrick Bros. of Freehold, Ind., have purchased the machinery for their new elevator at that place of the Weller Mfg. Co. The Reliance Mfg. Co. of Indianapolis was the builder.

Myers & Bitler of Alvada, Ohio, have purchased a carriage factory building at Rising Sun, which they will remodel into an elevator next spring. In the meantime they will occupy temporary quarters.

Frederick Louys has completed a 35,000-bushel elevator at Stryker, Ohio. N. A. Grabill was the architect and also furnished the machinery. The house is said to be a model of convenience and good workmanship.

Carpenter, Cook Co. of Menominee, Mich., have purchased three old "burners" from the saw mills and will re-erect them on solid foundations and fit them up for the storage of grain. They will hold about 200,000 bushels of wheat.

Ainsworth & Hammer, Owosso, Mich., started up their plant last month and are now buying hay, grain, beans and seeds. They have bin capacity for 12,000 to 15,000 bushels. They have two new bean cleaners and twenty-five picking machines.

It is rumored that a 1,000,000-bushel elevator is to be built at Cleveland, Ohio, at River and Front streets, on the site of the old Otis Elevator. There is nothing definite in the report as to who is backing the project, except the statement that it will be built by Chicago parties.

The North Judson Elevator Company has been organized with \$20,000 capital for the purpose of erecting a large elevator at North Judson, Ind., and probably at other points along the Pan-Handle. The officers are: G. A. Murphy of Beatrice, Neb., president; O. O. Russell of Kansas City, Mo., vice-president; L. E. Bernethy of North Judson, secretary, and Frank Litzenger of Middletown, treasurer.

#### EASTERN.

Frank Guild has purchased a grain elevator at Stoughton, Mass.

W. D. Seaver has sold his grain business at Gardner, Mass., to Lowe & Co.

Work is in progress on the Miller-Clark Co.'s new elevator at Fairmont, W. Va.

Wesley Smith has opened a grocery, grain and flour store at East Concord, Vt.

C. H. Leonard & Co., Boonton, N. J., have their new grain elevator ready for use.

Stearns L. Davenport of Worcester, Mass., will engage in the grain business at North Grafton.

R. C. Holt has purchased an interest in the grain and feed business of Wm. Ledger at Saranac Lake, N. Y.

C. W. Campbell & Co., Westerly, R. I., have sold out their grist mill to J. B. Eaton, but continue in the grain business.

Moses H. Rolfe has a new 10,000-bushel elevator at Newburyport, Mass. It is equipped with a mill for grinding feed, etc.

The Lewis Farnham Co. has been organized at Kittery, Maine, to deal in grain and horses, with a paid-in capital of \$100,000.

The Hallett & Blackford Co., Jersey City, N. J., has been incorporated with a capital stock of \$250,000, to deal in grain, pork, etc.

The grain and feed firm of Williams & White at Hamden, N. Y., was dissolved last month, and Mr. Williams continues the business alone.

Merriam & Rolph, Fitchburg, Mass., is a firm which was organized over 27 years ago and the partnership still continues in the grain business.

The Smyrna Transportation Co., belonging to the estate of the late John H. Hoffecker, has been sold to a company composed of H. M. Taylor, G. W.

Remington and others of Smyrna, Del. The sale includes wharves along the Smyrna River and the grain warehouses at Smyrna landing.

Geo. E. Sanford has sold his grain, flour and feed business at Belchertown, Mass., to a Mr. Dyer of Waltham, who will take possession in the spring.

Wilson, Sheffer & Coonley of Albany, N. Y., millers and dealers in grain and feed, have filed a petition in bankruptcy. Liabilities, \$20,000; assets, \$2,000.

The building of a large elevator at East New London, Conn., by the Central Vermont and Grand Trunk railways, is still looked upon as a possibility by some of the citizens of that place.

The Central Elevator Co., Baltimore, Md., has been organized and will conduct the elevator business on the Canton side of the harbor after December 31. The officers and directors of the corporation are: President, George C. Wilkins; vice-president, Michael Jenkins; superintendent, C. R. Kendig; directors, J. B. Ramsay, R. H. Powell, Douglas H. Thomas, W. H. Drayton, Jr., Bernard Carter. All are officers of the Northern Central Railway Company except Messrs. Ramsay and Thomas. The organization of the new company is in accordance with the agreement made with the Chamber of Commerce last summer, when the controversy about an alleged overissue of elevator certificates was settled. The railway company, which for years had leased its elevators to the Baltimore Elevator Company, promised to place them under its own immediate control as soon as the lease had expired, and it has also done what many of the grain men urged—formed the controlling company without including therein anyone in the grain business.

#### IOWA.

Frank Stanek has rebuilt his elevator at Chelsea, Iowa.

T. A. Caven of North Prescott has purchased an elevator at Griswold, Iowa.

The Nye & Schneider Co. are completing a 30,000-bushel elevator at Modale, Iowa.

The Northern Iowa Grain Co., Rolfe, Iowa, has installed a 500-bushel hopper scale.

It is said that the Neola Elevator Co. of Chicago will build an elevator at Perry, Iowa.

An addition was recently built at the St. Paul & Kansas City Elevator at Vincent, Iowa.

The Northwestern Elevator at Toledo, Iowa, recently put in a new 135-foot elevating belt.

A 20,000-bushel elevator is being completed at Blencoe, Iowa, by the Nye & Schneider Co.

The Iowa Grain & Produce Co., Burlington, Iowa, are enlarging and improving their warehouse.

R. B. Boyden of Kalamazoo, Mich., has located at Sloan, Iowa, and engaged in buying corn.

Gault Bros. of Creston and Cromwell, Iowa, have completed a new elevator at Spaulding, Iowa.

J. W. Carden has purchased the grain and implement business of Wm. H. Smith at Rose Hill, Iowa.

J. F. Putzier of Mapleton, Iowa, will establish a branch of his grain and stock buying business at Castana.

The farmers around Goldfield, Iowa, are trying to organize a cooperative company to handle grain and live stock.

Ed Everly of Griswold, Iowa, has disposed of his grain elevator and other interests to J. H. Currier of Prescott.

W. L. Bryant & Sons have sold their recently acquired elevator at Eagle Grove, Iowa, to the Nye & Schneider Co.

Samuel Nelson, for 24 years in the grain and live stock business at Leighton, Iowa, has sold out to Cole & De Kock.

Contractor L. O. Hickok of Minneapolis has just completed a 15,000-bushel elevator at Merrill, Iowa, for the Plymouth Milling Co.

Davis & Co. of Sioux City are removing their corn cribs from Sloan to Salix, Iowa, where G. F. Hughes will buy corn for them.

J. D. Robbins has built a 25,000-bushel elevator on his 1,600-acre farm in Mills County, north of Hastings, Iowa. It was made of lumber cut and sawed on his own land.

J. M. Lemmon is erecting an elevator at Story City, Iowa, for E. L. Ericson & Co., dealers in grain, coal, lumber, etc. It is expected to have it in operation early in January.

Geo. A. Seaverns of Chicago has disposed of all his grain elevator and warehouse interests at Davenport, Iowa, to the Rothschild Grain Co. The elevator was erected only a year or so ago. The total capacity of the plant is about 1,200,000 bushels.

The property includes 12 acres of land, with side-tracks, etc.

A 10,000-bushel elevator is being built for the S. E. Wainwright Lumber Co. at Lenox, Iowa.

Considerable work yet remains to be done on the Trans-Mississippi Grain Co.'s large elevator at Mission Valley, Iowa.

T. A. Caven has bought of G. H. Currier of Prescott, Iowa, the old Ed Everly elevator at Griswold, and will buy grain at that station.

W. A. Bryant & Sons of Cedar Falls, Iowa, have purchased the Dilts Elevator at Greene, Iowa, and will increase its capacity to 30,000 bushels.

W. A. Bryant & Sons of Cedar Falls have purchased J. R. Skinner's elevator at La Porte, Iowa. N. S. Hauger, who has been Mr. Skinner's assistant, will look after the business there.

Tom McCausland has sold his elevator at McCausland, Iowa, to the Rothschild Grain Co. of Davenport, who took possession December 1. It is understood that they will make many improvements on the property.

Borden & Selleck Co., Chicago, recently supplied large scales to the following parties in Iowa: Nye & Schneider Co., DeWitt; Northern Grain Co., Sac City; Wm. Schnepf, Merrill; Plymouth Milling Co., Le Mars; F. C. Austin, Blairsburg.

The Nye & Schneider Co., who had begun work on a new elevator at Sloan, Iowa, discontinued same a couple of weeks ago, having closed a deal for Barnard Bros.' elevator. They take charge on December 15 and will enlarge and improve the property.

Hendee & Wall have purchased the half interest of Mike Cassidy in the Sloan Elevator Co. at Sloan, Iowa. The name and management remain unchanged, J. R. Blair continuing as managing partner. A new boiler was placed in this plant last month.

#### WISCONSIN AND MINNESOTA.

An "independent" elevator is to be built at Holmway, Minn., soon.

The Atwater Milling Co., Atwater, Minn., has purchased an elevator at Smith Lake.

The Minnesota & Western Grain Co. are building a 20,000-bushel elevator at Manly, Minn.

The St. Anthony & Dakota Elevator Company have completed a new elevator at Clara City, Minn.

New London Milling Co. of Lynd, Minn., will place two improved Hall Distributors in their building.

Sikir & Petranek, Avoca, Wis., have resumed control of their warehouse and are buying grain and farm produce.

The Revere Elevator Co. of Revere, Redwood Co., Minn., has been incorporated with a capital stock of \$10,000.

The Thorpe Elevator Company of Minneapolis will probably soon erect several elevators in Beltrami County, Minnesota.

The Farmers' Cooperative Elevator Company of Atwater, Kandiyohi County, Minn., has been incorporated with a capital stock of \$20,000.

Peter Beck & Son, Lake City, Minn., are now doing business in their fine new elevator and feed mill. Mr. Beck is a pioneer grain buyer at that point.

The Farmers' Elevator at McIntosh, Minn., was purchased by the National Elevator Co. for \$4,775, from the trustee. It was opened for business at once.

The site of the recently burned Holbrook & Balliet elevator at Appleton, Wis., has been purchased by the Northern Grain Co. of Chicago. A large new elevator is to be erected.

P. H. Roise & Co. of Willmar, Minn., have erected cribs and will buy all the corn offered for sale. Heretofore farmers have sometimes been unable to sell their corn in that market.

W. F. Parker has retired from the Finch-Parker Grain Co. at Tracy, Minn., leaving Neil Finch the sole proprietor. Mr. Parker will go to the Pacific coast for the benefit of his health.

Contractor G. T. Houstain has made extensive repairs on the wind-wrecked Great Northern Elevator at Lyndale avenue, Minneapolis. The improvements amounted to some \$30,000.

The new Minnesota & Western transfer and cleaning house at Willmar, Minn., has been completed. Its storage capacity is 75,000 bushels; cleaning capacity, 20 cars a day. A state weighmaster will be stationed here.

The Van Dusen-Harrington Company of Minneapolis is reported as having purchased the new steel tank elevator of the Pioneer Steel Elevator Company, which has a capacity of 1,600,000 bushels. A fine elevator site at Duluth is probably also in-



cluded in the sale. It is also reported that the name of the Pioneer Company has been changed to the Acme Elevator Company.

The directors of the Farmers' Independent Grain Company, Minncota, Minn., have sold the elevator, built in 1898, to the Atlas Elevator Company for \$3,500. The balance of the company's indebtedness is being paid by assessing the stockholders \$10 per share.

It is reported that members of the Milwaukee Chamber of Commerce are seeking to secure the erection of additional elevators there, and that the C. M. & St. P. Ry. has been asked to build them. The storage capacity of that city shows no increase in 20 years.

In spite of the fact that the Farmers' Elevator Company at McIntosh, Minn., was compelled to go out of business recently, the farmers there have organized another company, with Thos. Lawrence as president and Ed. Stowe, secretary. They will endeavor to dispose of stock this winter and be ready to build next spring or summer.

The Tredway Elevator Company of Montevideo, Minn., have completed their new elevator at Bird Island, Minn., and are now buying at that station. They purchased the Harrington Bros.' elevator at Wauabay, S. D., November 20, and are operating it in connection with their other houses located on the H. & D. division of the C. M. & St. P. Ry.

The Tribune of Waverly, Minn., claims that the influence of the Farmers' Elevator at that place has reduced the buyers' margins on wheat from 3 to 5 cents per bushel on an average, thus giving the farmers that much more for all the wheat sold in that market. The Farmers' Elevator Company there is making an effort to dispose of the remainder of its capital stock, although it has been doing business since August, 1898.

John Q. Adams and John W. Adams of St. Paul, petitioners as partners in the firm of J. Q. Adams & Co., doing business in Minneapolis, and as individuals, have filed a petition in bankruptcy. The firm's secured claims are \$195,000; unsecured claims, \$335,993; accommodation paper, \$654,225; total, \$1,185,218. Total assets, \$145,424. The bankruptcy of the firm and Messrs. Adams follows the recent failure of the St. Paul & Kansas City Grain Company, in which they were principal stockholders.

#### MISSOURI, KANSAS AND NEBRASKA.

Greenlee & Benson are now buying at Dalton, Neb.

A. B. Smith has sold out his grain business at Robinson, Kan.

Bell & McAdams are successors of J. C. McAdams, grain dealer at Paradise, Kan.

C. O. Ainsworth continues the grain business of J. V. Ainsworth at DeWitt, Neb.

The John B. Bartlett Grain Co. has succeeded John B. Bartlett at St. Louis, Mo.

Evans & Hare have installed a feed mill in connection with their elevator at Murdock, Neb.

The Nebraska Elevator Co. has purchased from L. H. Hammett the elevator at Schroyer, Kan.

Cyrus Piekens has purchased Davis & Co.'s elevator at Partridge, Kan., and will take charge January 1.

The Cheney Grain & Elevator Co. of Cheney, Kan., has been incorporated with a capital stock of \$3,000.

Buchanan Bros. sold their elevator at Beatrice, Neb., to the Nebraska Elevator Co. and gave possession December 1.

It is reported that Frank Lehring of Hutchison, Kan., will start an elevator and lumber yard at the new town of Cairo, in the spring.

Minter Bros. Grain & Seed Co., Kansas City, Mo., has been incorporated by M. Minter, C. W. Minter and B. Minter. The capital stock is \$10,000.

E. S. Max of Dixon, Mo., has purchased the interest of his partner, Wm. Heller, in the elevator at St. James, and will move there and take charge of it.

James Cohick Jr., a grain dealer of Bridgeton, Mo., recently filed a petition in voluntary bankruptcy, placing his liabilities at \$1,935.50, and his assets at \$724.

The Parkville Milling Co. of Parkville, Mo., contemplate the erection of an elevator in connection with their mill, and would like to correspond with elevator builders.

The Wichita Eagle is trying to start a movement looking to the building of a million-bushel elevator at that place next year. The plan seems to have no other backers as yet.

The Brinson-Judd Grain Co. of St. Louis, Mo., will build a 100,000-bushel grain elevator at Springfield, Mo., in the spring. The firm has completed elevators the past season at Purdy, Mo., Monett,

Mo., Tulsa, Ind. Ter., Cherryvale, Kan., and Sarcoxie, Mo.

Fairbanks, Morse & Co. of Omaha, Neb., will furnish machinery, including the Hall Distributor, for the repairs of the elevator of the Duff Grain Co., at Nebraska City, Neb.

The Farmers' Coöperative Elevator Co. at St. John, Kan., being unable to secure a site on the right-of-way of the Santa Fe Railroad, built their 14,000-bushel elevator as near to it as possible. Then they erected an ariel spout to load cars standing on a side track 38 feet away.

Andrew W. Mitchell, St. Louis, Mo., filed a voluntary petition in bankruptcy last month, stating his liabilities as in the neighborhood of \$7,000, all in unsecured claims, and assets as \$200. The heaviest claims were those of the Calumet Grain & Elevator Company, \$4,087, and Ware & Leland, \$1,500.

#### WESTERN.

Pierce & Wiscome have sold their chop mill at Spokane, Wash., to W. B. Forster.

H. G. Carmichael & Co., Butte, Mont., have closed out their grain and hay business.

The Eugene Grain & Produce Co., Eugene, Ore., is now doing business as Scarborough & Co.

John Jackson has purchased the grain, hay and feed store of Lindenmeier & Sons at Fort Collins, Colo.

It is reported that the Northern Pacific Railroad is preparing plans for a large grain elevator to be built at Everett, Wash.

#### SOUTHERN.

John Barfield will erect a cottonseed oil mill at Emrich, Ga.

The Adams Grain & Provision Co., Charlotte, N. C., has been dissolved.

The Planters' Oil Works will erect a 60-ton cotton oil mill at Clarksdale, Miss.

Mr. Chadwick has withdrawn from the feed firm of Chadwick & Faver at England, Ark.

Chas. J. Getz has sold his grain and feed business at New Orleans, La., to J. W. Lindy.

Herring Bros. have succeeded to the grain business of H. W. Herring at McGregor, Texas.

W. S. Grady has opened a wholesale grocery, grain and hay establishment at Dudley, N. C.

Memphis, Tenn., has made marked progress as a grain center during the past year. Webb & Manry are at present erecting a large elevator and warehouse there.

The Choctaw Mill & Elevator Co. of Memphis, Tenn., recently erected an elevator at Augusta, Okla., which is in charge of C. H. Brant. There are four other good-sized elevators at that point.

G. W. Boschke, engineer for the Southern Pacific Railway, has completed plans for the new elevator at Galveston. It will be 235x136 feet, operated by electric power. Vessels of 25 feet draft can be loaded alongside the elevator.

#### THE DAKOTAS.

A grain elevator is to be built at Dresden, N. D.

Thomas & Co. have purchased James McKee's elevator at Dwight, N. D.

Mehlhoff & Co. have discontinued their grain business at Hillview, S. D.

The Canton Grain Co. recently completed a new elevator at Sioux Falls, S. D.

Spratt Bros. & Co., Aberdeen, S. D., have sold their elevator to a Minneapolis party.

The Gammill Elevator at Worthington, S. D., has been purchased by the Truax & Betts Elevator Co.

The Farmers' Egan Elevator Co., Egan, S. D., contemplate building a new elevator next summer.

The Canton Grain Co. has completed an elevator at Baltic, S. D., and Chris Jensvold is in charge of same.

The Cargill Elevator at Colfax, N. D., was overhauled last month and put in good shape for the season's work.

The new Winters & Ames Elevator at Devil's Lake, N. D., is reported to have done a good business this fall.

Contractor W. S. Cleveland of Minneapolis last month completed a 50,000-bushel elevator at Jamestown, N. D., for the Russell-Miller Milling Co.

Thos. Oystad, agent for the Imperial Elevator Co. at Towner, N. D., claims that \$500 was stolen from under his pillow while he was asleep in his room at the Wagar House. As he is under

bonds to his company, he will probably have to stand the loss personally.

The Minnesota & Northern Grain Co. are building an elevator at Michigan City, N. D., which will probably be ready for business by January 1.

It is said that the Northwestern Railway Co. has refused to grant any more elevator sites on its right of way to Centerville, S. D., and that the matter will be appealed to the State Board of Railway and Warehouse Commissioners.

#### CANADIAN.

Ross & Scott, grain merchants at Tilsonburg, Ont., have dissolved.

The Montreal grain and hay firm of J. B. O. Archambault has been dissolved.

J. Lindsay now has his new 20,000-bushel elevator in operation at Laurel, Ont.

Geo. Heatherington's large new elevator at Rodney, Ont., is nearing completion.

Shortage of cars is causing a very complete grain blockade at many points in Manitoba.

William Fuller has purchased the grain business of John Thomas at Inwood, Ont.

Dumesnil & Co. have engaged in the grain and hay commission business at Dalhousie Station, Que.

M. Gologly, a grain and live stock merchant at Port Lambton, recently moved to Wallaceburg, Ont.

Indian Head, Manitoba, has recently had heavy receipts of wheat, perhaps greater than any primary market in that section.

The Prince Albert Elevator Co.'s new elevator at Prince Albert, Man., is completed and a rushing winter's business is looked for.

Work is being pushed on the Canadian Northern's new elevators at Port Arthur, Ont., and it is expected they will be ready to receive grain about February 15.

The Westbrook Patent Grain Shovel has been installed in elevators at Meaford and Montreal. It is operated by one man and will handle 1,350 pounds at a sweep, it is said. The patentee is James G. Westbrook, Ogdensburg, N. Y.

The Quaker Oats Co. has contracted with the Macdonald Engineering Co. of Chicago for the erection of a 500,000-bushel grain elevator at Peterboro, Ont. Work on the foundation has been begun and it is expected to have the house completed by July 1 next. The building will be of semi-fire-proof construction. The machinery will be driven by electricity, generated by the company's water power on the Otonabee River.

## The EXCHANGES

Chicago Board of Trade memberships are steady at \$2,700.

Option quotations made in the trading pit of the Milwaukee Chamber of Commerce are now taken and wired to Chicago as they occur.

The directors of the Minneapolis Chamber of Commerce have decided that there will be no club-room with grill and buffet in their new building.

The Board of Managers of the New York Produce Exchange have decided to accept No. 2 hard winter wheat as a contract grade on a parity with No. 1 northern spring, No. 1 hard spring and No. 2 red winter. This amendment to Section 5 is to take effect June 1, 1902.

The directors of the Milwaukee Chamber of Commerce have decided that the choice of sample tables and drawers shall be offered annually at auction. This action met the hearty disapproval of some of the grain traders, particularly those who for even as long as 20 years have been holding the choicest positions.

The grain section of the Toronto Board of Trade has recommended that the Dominion government be asked to appoint official weighers at all public elevators, especially at Portland, St. John and Montreal, and that they inspect all cars for leaks before weighing; and that the railways be asked to notify all shippers and consignees immediately upon the arrival of each shipment of grain of the quality, grade and condition of each earload when it is discharged into the elevators.

Lake marine insurance on Canadian vessels was extended by the companies at Toronto to December 12, thus lengthening the season for one week.

Montreal's shipments for the season to December 1 reached 22,922,990 bushels, which is a decline of over 7,000,000 bushels compared with the year previous.



## IN THE COURTS

Z. A. Hays, a rancher living near Denver, Colo., has sued the Rio Grande Fuel & Feed Company for \$463. Hays claims he bought seed spring wheat of the company's agent, which failed to grow.

The officers of the La Crosse Lumber & Grain Company at La Crosse, Rush County, Kan., were recently found guilty by a local court of violations of the state anti-trust law. They have appealed to a higher court.

Curtis McCoy has sued the "Big Four" road for \$4,000, alleging the company allowed grass and weeds to accumulate on its right of way, which, being set on fire by locomotives, caused the destruction of his grain elevator at McCoy's Station in 1897.

The Smith-Hippen Grain Company of Pekin, Ill., has sued the "Big Four" railroad company for \$300. The complainants allege that they shipped five cars of grain to Memphis, but owing to the railroad company's delays in handling the grain the price declined, causing a loss of the sum named.

In Miller Grain & Elevator Co. against the Cumberland Gap Dispatch Line in the United States Circuit Court at St. Louis, on December 5, the jury by instruction awarded the Miller Company damages and interest of \$27,824.40 for delays in transporting grain from East St. Louis to Norfolk, Va.

W. J. Jones obtained a judgment at Plattsmouth, Neb., against the Duff Grain Company, on November 15, for \$1,250. Jones claimed personal injuries resulting from a runaway caused by the carelessness of the company, which frightened his team while he was on the company's premises at Greenwood.

The action brought by the McCaull-Webster Grain Company in the District Court at Council Bluffs, to compel the Chicago, Milwaukee & St. Paul Railroad Company to transfer cars of grain shipped over its lines to the Union Elevator at Council Bluffs for delivery has been settled by agreement. A similar action against the Chicago & Northwestern Railway Company has been similarly settled and dismissed.

Judge Law at Port Huron, Mich., on November 12, ruled that the grain certificates of the Reynolds Grain Company, issued by Secretary Wright, but for which it was found there was no equivalent of grain in store, were regularly signed and cannot be impeached. The effect of the decision is to make the company liable to the amount of about \$19,000 to the holder, the First National Bank of Port Huron.

Application for a writ of certiorari was made, November 25, to the United States Supreme Court by the Central Stock & Grain Exchange, which asks that the court review the proceedings of the United States District Court and Court of Appeals in the case brought by Emma Bendiger. She was allowed a judgment of \$8,000 of \$9,000 of her money said to have been lost in deals made by her brother with the Exchange's agents at Cincinnati.

The Minneapolis Chamber of Commerce on November 26 filed its answer in the case brought against it by C. P. Evans to recover damages because he was deprived of benefits which he should have derived from his membership. The Chamber admits that Evans was a member, and that a membership in the body is worth \$2,000; that he retains that membership, and can transfer it at will; but that he did not live up to certain rules of the Chamber.

The case of Montgomery vs. Jacobson & Hick of Hickson, tried at Fargo, S. D., was a suit to recover the value of flax stored in the Hickson Elevator. The elevator men claimed an oral contract with Montgomery, a farmer, existed whereby he was to furnish flax at a dollar a bushel, but the court held as a matter of law that the oral contract was of no value when there was no payment on it or any action showing it to be in effect. The plaintiff, Montgomery, contended that when he placed the flax in the elevator he thought that he was to receive market value for it. The verdict allowed the plaintiff \$1,141.55.

A government action against Jas. E. Boyd, manager of the Boyd Commission Company of Omaha, charged with failure to stamp evidences of transactions in grain, has been dismissed, it appearing that the broker properly stamped the original receipt, but instead of giving this receipt to the customer, gave him the unstamped duplicate and filed the stamped receipt in the office. A case was also pending at the same time against the Boyd Commission Company. It is reported that a special agent found at St. Louis that the company had stamped the original receipt given to the customer, but had not stamped the receipt given by the main office to the broker which represented the house in the original transaction. The agent found that by the numbers of the receipts issued the deal could be traced from the original customer to the main office and that under the law and the rulings of

the commissioner the company was correct in its actions. He recommended that, in order to more clearly show the continuity of the transaction, the initials of the customer be attached to each receipt issued by the main office to the broker, and this plan will be adopted by the company in the future. This case also was dismissed.

## CROP REPORTS

Oklahoma reports that the new wheat crop is doing nicely.

Kansas is said to have put nearly six million acres into winter wheat.

Estimates as to the actual wheat yield of North Dakota this year run all the way from 55,000,000 to 75,000,000 bushels.

Corn was a good crop in South Dakota this year. Beadle County had a big surplus for market. It was not gathered and cribbed until the latter part of November.

The first cold snap in North Dakota was broken by a thaw, and some of the farmers planted more winter wheat as an experiment, to see what such late sown grain would do.

In Missouri wheat has suffered from lack of moisture. In the extreme western counties the wheat is in fine condition and is being pastured, but elsewhere the growth has been slow, owing to drouth.

The corn crop of Ohio for 1901 was 79,578,142 bushels, which is the lowest product since 1894, when the crop was 79,712,925 bushels. The average Ohio corn crop for the past ten years has been upward of ninety million bushels.

The Orange Judd Farmer's estimate of the corn crop of the United States for 1901 is 1,418,849,000 bushels, as compared with 2,188,019,000 bushels in 1900 and 2,207,473,000 bushels in 1899. The rate of yield this year is the lowest average ever reported, and the aggregate crop the smallest since 1894.

The Kentucky crop report of December 4 estimates this year's corn crop in that state at 52 per cent of an average crop, while the quality is given as 59 per cent, the universal complaint being that it is light and chaffy and badly worm eaten. Winter wheat was sown as late as November 15. Continued dry weather has been unfavorable to it, and the crop will not be the best.

The Kansas Board of Agriculture estimates the yield of wheat and corn in that state this year as follows: Winter wheat, acres, 5,248,547; product, bushels, 90,045,514; value, \$50,479,579; spring wheat, acres, 67,935; product, bushels, 287,581; value, \$130,925; corn, acres, 6,722,973; product, bushels, 42,605,672; value, \$21,731,215. The coming crop is in excellent condition and of much larger acreage than the sowing of 1900.

Farmers in the vicinity of Riga, N. Y., complain that all prospect of a wheat crop for next season is already blasted, owing to late sowing and the recent bad weather. The sowing of a different variety than the usual No. 6 wheat, and the difficulty in getting seed wheat for the sowing of this variety were the causes of the lateness. A late sowing was also necessary to avoid total destruction from the ravages of the Hessian fly, which ruined last year's crop.

Director J. R. Sage of the Iowa weather and crop bureau issued his final crop report for 1901 December 6. The total yield for the state was shown to be 227,908,850 bushels, or 65 per cent of last year's crop, and 85 per cent of the average for the past twelve years. The average price of corn this year was 40 cents per bushel, against 27 cents last year. The average per acre was 26.2 bushels, with a total crop value of \$113,000,000, as against \$93,000,000 last year.

Reports of crop correspondents to the Illinois Department of Agriculture show that the area of 8,077,600 acres planted to corn last spring was the largest reported since 1878, and has been exceeded only four times in the crop reporting history of the state. The quality is only 74 per cent of the average. The entire crop of the state is 183,792,200 bushels, the smallest yield since 1890. The average price is 58 cents a bushel, the highest ever reported in the state except in 1864 and 1897.

The Government crop report for the month of November shows that winter wheat is in a promising condition in Kansas, Western Missouri and generally in Illinois. In Central and Eastern Missouri, and generally throughout the Ohio valley and Middle Atlantic states, the conditions of the crop are not promising, owing to drouth, though it was somewhat improved by rains in the latter part of the month. In the Upper Ohio valley and Michigan much seeding was purposely delayed to avoid the Hessian fly. On the Pacific Coast the outlook

for fall sown grain is very promising. In California heavy rains have fallen all over the state. The wheat acreage will be fully as large as that of last year, and that sown to oats will probably be much larger. The early sown grain is up and looking strong.

Thrashing continued practically uninterrupted in the Northwest and Canada until the third week of November, when freezing weather set in and delayed operations somewhat. Thrashing is now about completed all through the Northwest. Plowing was interrupted in North Dakota and Northern Minnesota, so that probably a smaller acreage of wheat will be sown next spring than if the plowing could have been completed this fall, and the flax acreage will be correspondingly increased.

The yield of wheat in Missouri for 1901 was 16 bushels per acre, exactly the same as in 1900, and the total crop this year was 16,640,000 bushels. The corn crop of 1901 was 62,771,000 bushels, compared with 193,267,000 bushels in 1900. The acreage of oats was 86 per cent, as compared with last year, and only about 24 per cent of the acreage sown was thrashed, the rest of the crop being pastured or put up for hay. The total yield for the state was 2,898,000 bushels. Flax was a very small crop, only 142,560 bushels, averaging 2.7 bushels to the acre, against 9 bushels last year.

### DESTROYING WEEVIL.

[From Bulletin 103, Experiment Station, Manhattan, Kan.]

The common species of grain insects seem to be more than usually abundant this fall, as shown by numerous letters of inquiry received at the Kansas experiment station. The two forms most in evidence are the common grain moth and the black weevil, the latter generally more abundant. In either case the most ready method of their destruction is the employment of carbon bisulphide, one pound at least of the liquid to one hundred bushels of grain, or one thousand feet of space.

It seems likely from the varying degrees of success reported with this formula that certain essential conditions are not always strictly observed. In ordinary cribs and bins the most important provision is to make the room as nearly as possible gas tight, in order that the gas may remain in all parts of the space in full strength and for the required time. It must enter by diffusion all cracks and crevices, even those between the grains of corn in the ear, and must penetrate the burrow of the individual weevil or its grub in the wheat berry. This thorough diffusion will only occur after some time, even in a saturated atmosphere. Twenty-four hours is short enough for certainty, even where the gas can be kept full strength in the bin.

Except with highly organized insects, death does not occur immediately, and partial suffocation may only render the insect insensible, leaving it to recover fully upon the airing out of the bin; or the gradual escape of the gas through cracks in the floor or sides of the bin, allowing the entrance of fresh air, may cause failure through the subsequent revival of the insect. The adult grain moth readily succumbs to the gas, while the larva will stand more and yet revive. The black weevil is most difficult to kill, specimens remaining over night in an experimental killing bottle sometimes recovering when removed therefrom the next day. Hence, to destroy all these it will be necessary to continue the action of the gas in full strength for at least twenty-four hours, and to do this the bin must be made tight, the fluid carbon bisulphide be used in liberal quantities, and in case of doubt, the experiment repeated.

Wheat may be largely kept free from weevil by proper handling, frequent shifting and fanning, such constituting the chief reliance in the elevators. Corn in cribs can scarcely be freed from weevil while remaining there, owing to the practical impossibility of making the crib sufficiently tight. Tarpaulins and stack covers are useful in assisting to retain the gas within limits, but are by no means tight enough to prevent the escape of the gas by diffusion before the black weevil can be destroyed.

It is suggested by a correspondent that gasoline is equally effective with carbon bisulphide, and owing to its cheapness it can be used in certainly destructive quantities at little expense. It may be necessary to warn those who employ either of these liquids that the gas is highly inflammable and explosive when ignited; hence no fire or light should be allowed about the bin while the fumigation is in progress.

The Illinois State Board of Underwriters will make rates after New Year's for the towns of Ava, Auburn, Compton, Clifton, Albion, Chesterfield, Chrisman, Deland, Humboldt, Greenup, Hanover, Hutsonville, Kimmidy, Lerna, Nokomis, Toloca, Trenton and Windsor. And owing to numerous losses on grain elevators the rating of such risks under the schedule recently promulgated has been ordered pushed. The district chairmen have been ordered to rate all elevators in their fields at once.



### INSTALLING GRAIN DRIERS.

The following rules and requirements have been established by the National Board of Fire Underwriters and the Chicago Underwriters' Association for the construction and installation of grain driers as recommended by the committee of consulting engineers, October, 1901:

**Introductory.**—As the use of grain driers in connection with elevators is becoming more general on account of the increasing demand for artificially dried grain for shipment, and as the machinery for drying grain has been perfected to such an extent that it is both effective and profitable to the user, the adoption of definite and uniform rules regarding their use is deemed necessary in order to obtain the greatest degree of safety in the arrangement and application of drying plants of this character.

Several kinds of driers are now on the market, varying in detail, but all involving the use of certain features which may be enumerated as follows:

1. A receptacle containing the grain while drying and which is traversed by air passages.
2. A system of steam coils, or radiators, to heat the air used for drying.
3. A blower, or fan, to force the air over the steam pipes, thence through the grain.
4. An air trunk, or chamber, confining the heated air after it leaves the coils and to direct and distribute it through the grain.
5. An exhaust space, or conduit, receiving the moisture-laden air from the grain and conducting it to the outer air.
6. Spouts or carriers of grain from the elevator to the drier and from the drier to the elevator buckets of the elevator.
7. Some form of inclosure containing the apparatus which may be independent of or form part of the apparatus.
8. Some form of power for operating the apparatus which may or may not be independent from the elevator.

**Hazard.**—The several elements of fire hazard attending the use of grain driers are as follows:

1. The use of blowers, increasing the danger of fire in a greater or less degree, according to the speed at which they are driven. The form of air passages and the thickness of the grain layers determine the air pressures necessary to accomplish the desired results. The higher air pressures are accompanied by the higher fan speeds, increasing the probability of hot bearings with their attendant dangers. Small air passages to the grain may produce high velocity of the hot air at these points, concentrating it in a jet upon any substance in its path and increasing the carbonizing effect.
2. The presence of a forced air draft, causing the circulation and accumulation of dirt and grain dust and increasing the danger of possible dust explosion. The closed construction of all grain driers renders it difficult to extinguish a fire; and in case of explosion this construction insures the maximum of the destructive force. The rapid spread of fan-driven fires, particularly in vertical shafts, makes it almost impossible to successfully contend with them.
3. The use of steam coils, usually under pressure of live steam. The accumulation of dirt and the careless disposition of oily waste in the inclosure containing the coils have been the cause of fires in apparatus of this nature in the past.
4. The drying out and preparation of the surrounding woodwork for the rapid spread of fire, if the apparatus is inside the building. The constant movement of the building due to the loading and unloading renders it almost impossible to keep the apparatus tight and in perfect order if placed inside the building.
5. The use of a system of lighting, in the drier, for the use of the operator.
6. The hazard attending the use of a steam engine or the motive power necessary to operate the apparatus.

**Desirable Features.**—The following features in the design and construction of grain driers are desirable and tend to reduce the danger:

1. The drier should be accessible and as open in construction as possible, so as to afford access for the attendant and so that all portions may be reached by fire stream.
2. The layers of grain through which the hot air is forced should be as thin as practicable, so as to permit the use of air under low pressure, and, therefore, a comparatively slow speed at the fan. The area of grain through which the air passes should be as large as possible for the same reason. Cases are on record where temporary wood parts of a grain drier have been charged in one day by concentrated air jets of comparatively high velocity and where the temperature at the fan were less than 200 degrees Fahrenheit. It would appear from this that small air passages so arranged that the velocity of air is materially increased would have a tendency to overheat the grain and increase the fire hazard.
3. The drier should be self-cleaning and free from all parts liable to fill with dust and dirt. Wire

netting is more or less objectionable on account of its liability to clog with dust and dirt.

4. The air spaces should communicate freely with the outer air by window and ventilator openings, so as to afford vent in case of explosion. Ample windows will also reduce the necessity of artificial light and render the apparatus more accessible for outside hose streams.

5. Provision should be made for quickly withdrawing the grain from the apparatus in case of fire. A spout for draining the grain into the lower or ground floor where fire can be more easily distinguished would answer this purpose, providing it is independent of the spout for reconveying the grain to the elevator. A receiving hopper below the drier and into which burning grain can be drawn and fire smothered will also answer this purpose.

6. The division of the drier into separate compartments is advisable where the separation can be so arranged as to confine a fire to prevent its rapid spread to all portions.

#### RULES AND REQUIREMENTS.

The hazard incident to the use of grain driers cannot be eliminated or safeguarded to such an extent that their introduction inside the elevator would not cause a material increase in the fire hazard. Their introduction inside the elevator is prohibited.

The following rules and requirements for the proper installation of grain driers outside of elevators are applicable to both portable and stationary driers:

**The Building.**—1. The shaft or inclosure containing the apparatus to be constructed entirely of brick and non-combustible material and located at least six feet away from elevator. The distance of six feet between the elevator and the drier building is sufficient for the elevating machinery, but a greater distance is advised in all cases where the yard room will permit. Inclosures containing driers of doubtful safety and not fulfilling the requirements of this standard must also be located at a greater distance from the elevator. A brick structure detached and without openings to expose the elevator is considered the best method of inclosing apparatus of this kind. The building could be more cheaply constructed of sheet iron on a steel framework, but this rusts badly from the condensation of moisture given off by the grain and is not proof against a hot fire. Sheet metal construction would necessitate the removal of the structure to a much greater distance from the elevator.

2. The roof should be of tile on steel supports, so constructed as to afford vent in case of explosion.

3. The openings in the side walls of the structure above the first floor to open away from the elevator. This is not meant to include the necessary openings for shaft, rope drive or spouts.

4. The spouts between the elevator and drier building to be of metal on metal supports and provided with self-closing dampers so arranged to remain closed except when the grain is passing through them.

5. The windows to be protected by wire netting.

6. The structure not to be lighted artificially except by incandescent electric lights or other approved methods.

**The Drier.**—1. All parts of the apparatus to be constructed of metal or other non-combustible material, including the garner, supports, spouts, etc. All parts to be smooth, so as to afford no chance for the lodgment of dust and dirt.

2. Elevating machinery for reconveying the grain to the elevator to be located outside the drier building.

3. When the drier is constructed to operate independently of the machinery in the elevator the inclosure containing the cables and elevating machinery operating the drier must be entirely of non-combustible material and must not communicate with either the main building or the drier building except by spouts and cable openings.

4. The spout leading from the drier to the machinery for reconveying the grain into storage to be provided with a cut-off slide so that the flow of grain from the drier can be controlled.

5. The drier to be provided with a spout for draining the grain into the lower or ground floor, or with a receiving hopper of sufficient size to contain all the grain in the apparatus. In case of fire the burning grain may be drawn into the hopper and smothered, or into the ground floor, where the fire can be more easily extinguished.

6. The blower or fan to be entirely of metal and provided with self-oiling bearings.

7. The blower and steam coils to be located within the walls of the drier building.

8. The steam supply and power to be so arranged that they can be independently controlled from outside the drier building.

9. No other heat except steam to be used.

**Safeguards Recommended.**—Notwithstanding the fact that the grain and foreign matter mixed therewith are the only materials of a combustible nature contained in a structure constructed in accordance with the above regulations, it is believed that a fan-driven fire in this dust and grain would result in considerable damage to the apparatus and possi-

bly to the structure. For this reason the following recommendations for safeguards are appended:

1. An adequate system of automatic steam jets should be provided for extinguishing fire in the apparatus. High degree automatic sprinklers can be arranged so as to automatically fill the apparatus with steam in case of fire. The steam pipes for sprinklers and all other parts of the apparatus should be so arranged that all condensation can be removed during cold weather and when the drier is not in use.

2. If the fan is driven by an independent engine a system of fusible links should be so arranged that the fusing of any link would close a shut-off valve on the steam connection supplying the engine. Attachments for automatically stopping the fan when the power is from other sources should be provided if practicable.

3. An automatic fire-alarm system should be installed, placing alarms in the engine room and at other points if desirable.

4. A thorough system of automatic sprinklers should be installed when the drier is used in connection with a sprinklered elevator.

When installed outside the elevator and in accordance with the above rules and requirements, grain driers even of approved construction are considered as adding to the fire hazard of the elevators in connection with which they are used, according to the construction of the drier building, and the distance which they are removed from the elevator.

## FLAXSEED

John Bannon's new flaxseed oil mill at West Superior is now in operation.

The plant of the Midland Linseed Oil Company at Minneapolis is to be extensively improved.

Duluth received the biggest carload of flax ever seen in the Northwest, November 23. It contained 2,062 bushels gross, or 1,945 bushels net, of flaxseed.

What is claimed to be the largest flax yield for this or any other year in North Dakota was that of 30 acres on the farm of W. C. Rieve, near Pingree, N. D.—900 bushels, an average of 30 bushels per acre.

The farmers of the Northwest have received this fall an average price of about \$1.35 a bushel for their flaxseed. The farmers of North Dakota are said to have received not less than \$20,000,000 from this source alone.

A building of the American Linseed Company at St. Anthony Park, near Minneapolis, was destroyed by fire recently, and an employee named E. Condon was badly burned, all because of the overturning of a kettle of boiling oil.

The government crop report for November estimates the flax crop of the United States at 22,000,000 bushels, of which 18,000,000 bushels will be required for domestic use and 2,000,000 bushels for seed, leaving 2,000,000 bushels for export. Some commercial estimates are as high as 26,000,000 bushels.

The North Dakota flax crop, which is now the largest of any state in the Union, has been almost entirely saved, owing to continued fine weather, which has favored thrashing. The acreage in North Dakota is estimated at 1,452,000 acres, the average yield 10.3 bushels per acre, and the total yield 14,956,000 bushels.

Mill men are beginning to ask how long the Northwest can continue to maintain its supremacy in the raising of flax. They say that flax is an exhausting crop and that the farms of the East, which once produced it profitably, no longer can do so, and they ask if the same abandonment of flax growing is destined to be seen in the Northwest.

Flaxseed in the far West is selling on the farm at \$1.15 to \$1.35 per bushel. The yield of Idaho, Montana and Washington is conservatively estimated at about 500,000 bushels, from about 60,000 acres. This is double the yield of last year. Practically all the Pacific Coast production is consumed by the linseed oil mills at Portland and San Francisco.

From August 1 to December 1 the receipts of flax at Duluth were more than 11,000,000 bushels, which is more than was ever received at the head of the lakes in any entire season before. The Duluth Commercial Record estimates that over 15,000,000 bushels have been marketed at various terminal or consuming points in the West, of which 3,000,000 bushels are Iowa and southwestern seed; that at least 4,000,000 bushels more have been sold to terminal markets against seed not yet shipped, and that 8,000,000 bushels of seed remain to be marketed by northwestern farmers. This estimates the total flax seed production this year at not less than 27,000,000 bushels.

Send us the grain news of your county.



# HAY

Hay has been selling at Salt Lake City at \$11 per ton and is advancing.

James A. Maxwell has started in the hay and grain business at Portsmouth, O.

W. A. Wright and D. H. Moss have organized the firm of Wright & Moss, hay and feed, at Owosso, Mich.

Willis Devenpeck, hay buyer at Fonda, N. Y., has enlarged his storage facilities by renting an additional building.

Fresh orders have been received at Ottawa, Ont., from the War Office for hay for South Africa, which will take until the end of February to fill.

Two large frame buildings at Jersey City, N. J., containing a large quantity of hay, were burned November 19, at night. The loss was about \$100,000.

The hay growers of Sanilac County, Michigan, are deploring the lack of cars, and attribute to this scarcity of shipping facilities the present low prices of hay.

Mrs. Victoria Fournier Archambault, wife of J. B. Archambault, is conducting a hay and grain business at St. Henri, Quebec, under the name of O. Archambault.

Farmers in Washington are receiving as high as \$8.50 per ton for timothy hay, baled and delivered at the warehouse. They consider this more profitable than wheat.

Frank Quinby & Son's hay warehouse at Council Grove, Kan., was burned November 12. The loss was total and will amount to \$9,000, with only partial insurance.

J. B. Dumesnil and T. Dufort have formed a partnership under the firm name of Dumesnil & Co., to do a general hay and grain commission business at Dalhousie Station, Quebec.

The Empire Hay & Grain Company has been incorporated at Albany, N. Y., with a capital stock of \$3,000. The directors are Charles F. Putnam, Fred J. Wands and Louisa A. Wands.

It is predicted that alfalfa is to be the coming food crop for all stock, horses, milch cows and cattle, and especially as a winter food for hogs that it will prove more valuable than corn.

Mrs. Philomene Dussault Fournier, widow of N. Fournier, who has been conducting a hay and grain business in Montreal under the name of J. B. O. Archambault & Co., has ceased to do business.

E. H. Steiger of Fremont, Wis., an assemblyman of that State, cuts about 1,000 tons of marsh hay every year, for which he finds a market at Milwaukee for packing purposes at \$3 to \$3.50 per ton.

Capt. W. B. Rice recently harvested from 40 acres near Adrian, Ga., about 80 tons of peavine and Georgia millet hay, which he sold for \$22 per ton, or a total of \$1,760, nearly all of which was net profit.

Pittsburg hay dealers regard the present prices of the better grades of hay as too low, and predict that advances will be made in the near future. They have made liberal contracts for future purchases.

O. S. Snow of Neosho County, Kan., has harvested six crops of alfalfa hay from his farm this season. He has twenty acres in alfalfa, which has brought him an income of \$800 this season, or \$43 an acre.

The scarcity of hay in some sections has directed attention to the value of wheat straw for feeding purposes, and it is claimed that it makes an excellent cow ration, especially when mixed with ensilage.

The crop of hay in South Dakota this year is exceptionally good, yet prices remain high, owing to scarcity in other sections. The grass crop also remains good and feeding was deferred until the snows covered it.

Complaints have been made that the government inspector at St. John, N. B., has been too strict in his inspection of hay for export. Entire cars have been refused for the most trivial causes, and the dissatisfaction among shippers is general.

Clerf & Lowden, sheepmen, of the Okanogan country, Washington, have lost 1,200 tons of hay by incendiary fires. The hay was in stacks at intervals of five miles. Stacks belonging to cattlemen were untouched, but all the sheepmen's hay was destroyed.

The Indians of the Fort Hall agency, in Idaho, have drawn over \$15,000 as payment for 2,500 tons of hay at \$6.07 a ton, which was sold at public sale to Keogh Brothers. The hay brought a high price, owing to the feeding privileges that go with it, the cattle being allowed to graze on the grounds.

After selling the hay the Indians encamped on the bottom lands and indulged in "grass dances," "drum dances," horse racing and other sports.

Hay is commanding very high prices in Oklahoma—from \$10 to \$14 per ton, alfalfa \$12 to \$14, and wheat and oats straw \$4. English blue grass planted last August has come up nicely, and there is a big demand for the seed. Seed dealers have paid as high as \$14.25 per hundred pounds, while ordinary prices range from \$6 to \$8.

What is said to be the largest hay deal ever made in Central Illinois was the recent purchase of 1,700 tons of hay by J. F. Umpleby, manager of the Planters' Compress Company of Pana, Ill. The hay was secured by J. H. Wallace at Windsor, Ill., and cost about \$20,000. It was in large bales and was shipped to Pana and rebaled for export trade.

The American Hay Company, of New York, recently purchased some 2,500 tons of hay at Montreal, and shipped it to New York in bond via the Erie and Champlain canals, for export to England. The waterways froze up suddenly, and 190 boats, including those carrying the company's hay, were ice-bound. Without special permission of Congress bond cannot be broken to admit of the hay being removed and conveyed to New York and Boston by railway. So the company sent a representative to Ontario to buy hay to be shipped by rail to these shipping points, where reserved space on liners awaited it. But it was found that, while large quantities of hay could be had in the province, the Canadian Pacific and Grand Trunk railways refused to deliver it elsewhere than to their terminals at Portland, Me., and St. John, N. B., as they are suffering from a shortage of cars and cannot allow their cars to go over lines beyond their control.

## REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending November 16 sales of Choice Timothy ranged at \$13.00@14.00; No. 1, \$12.25@14.00; No. 2, \$11.00@12.00; No. 3, \$11.50; Not Graded, \$10.00@12.50; Clover Hay, \$10.00; Choice Prairie, \$10.00@13.00—inside for state and outside for Iowa and Kansas; No. 1, \$8.50@12.50; No. 2, \$7.00@9.00; No. 3, \$6.50; No. 4, \$6.00. Rye Straw sold at \$6.00@7.00. Wheat Straw at \$5.00 and Oat Straw at \$6.00. The receipts for the week were 4,200 tons, against 4,583 tons for the previous week. Shipments for the week were 318 tons, against 313 tons for the previous week. Low and medium grades of Timothy Hay ruled dull during the early part of the week. The offerings were liberal and the demand light. Prairie Hay was dull, except for strictly choice.

During the week ending November 23 sales of Choice Timothy ranged at \$14.00@14.50; No. 1, \$12.50@13.75; No. 2, \$11.50@12.50; No. 3, \$10.25@11.00; Not Graded, \$10.00@13.00; Choice Prairie, \$12.50@14.00; No. 1, \$8.50@13.00; No. 2, \$8.00@11.00. Rye Straw sold at \$5.75@7.50. The receipts for the week were 3,769 tons, against 4,200 tons for the previous week. Shipments for the week were 225 tons, against 318 tons for the previous week. The arrivals of Timothy Hay were quite small during the week and the inquiry was good. Prices advanced 50 cents per ton. Prairie Hay was steady throughout the week. The receipts were only moderate and a fair demand existed.

During the week ending November 30 sales of Choice Timothy ranged at \$14.00@14.50; No. 1, \$13.00@13.75; No. 2, \$12.00@12.50; Not Graded, \$9.50@12.50; Choice Prairie, \$13.00@13.50; No. 1, \$8.50@12.50; No. 2, \$8.50@10.00; No. 3, \$7.50@8.50; No. 4, \$6.00. Rye Straw sold at \$6.25@7.00, and Wheat Straw at \$5.00@6.00. The receipts for the week were 4,175 tons, against 3,769 tons for the previous week. Shipments for the week were 193 tons, against 225 tons for the previous week. The market for Timothy Hay ruled firm during the week. Prices exhibited no material change. The arrivals of Prairie Hay were liberal and the demand was only moderate.

During the week ending December 7 sales of Choice Timothy ranged at \$13.75@14.50; No. 1, \$12.50@13.75; No. 2, \$12.00@12.50; No. 3, \$11.00@11.50; Not Graded, \$10.50@13.50; Clover Hay, \$9.00@10.00; Choice Prairie, \$10.00@14.00—inside for state and outside for Iowa; No. 1, \$9.00@12.00; No. 2, \$8.50@10.00; No. 3, \$7.00@8.00; No. 4, \$6.50@6.75; Not Graded, \$10.00@12.00. Rye Straw sold at \$6.50@7.00, and Wheat Straw at \$5.50@6.25. The receipts for the week were 5,563 tons, against 4,175 tons for the previous week. Shipments for the week were 660 tons, against 193 tons for the previous week. The offerings of Timothy Hay were small during the week and all consignments sold readily. Prairie Hay was dull, the arrivals being large and demand only moderate. Prices exhibited no material change, the scarcity of Timothy Hay helping to sustain values.

Ralfour, Guthrie & Co. have opened an office in Spokane to make loans on farms, etc.

# PERSONAL

W. B. Burns has removed from Merrill, Ia., to Sioux City, Ia.

M. McCann is now with the B. & C. Elevator at Sandusky, O.

Bert Rollins is assisting E. D. Risser in his grain business at Ludlow, Ill.

Henry Edelmaier is now manager of the Farmers' Elevator at Hooper, Neb.

J. W. Carden informs us that he has removed from Geneva, Ia., to Rose Hill, Ia.

John Putney now has charge of the grain elevator of the Neola Elevator Company at Green Oak, Ill.

C. G. Clark of Belmond, Ia., is now manager of the W. H. Bryant Sons & Co. elevator at Humboldt, Ia.

George Laing succeeds John Rolston, resigned, as agent for the Neola Elevator Company at Panama, Ia.

Charles Nordgren now has charge of the New London Milling Company's elevator at Sherman, Minn.

Horace L. Wing, who has been with Logan & Bryan, Chicago, goes with Pringle & Browning, Chicago.

B. F. Walter of Decatur, Ill., will spend the winter at Citronelle, Ala., to which place he has gone for his health.

S. W. Pierce, a grain dealer of West Superior, Wis., with a companion, was held up and robbed of \$147 at Minot, N. D.

William McAllister has resigned his position as agent for the Western Grain Company at Fort Dodge, Ia., on account of poor health.

Edward Hymers, who has been with Eschenburg & Dalton for three years, is now with W. R. Mumford & Co., on the Chicago Board of Trade.

J. K. Spike, formerly of Pringlar, Ia., is manager of the branch office at Greene, Ia., of W. A. Bryant & Sons Co., who recently bought the grain business of A. Dills.

Jesse H. Ridge, who has been with the Trans-Mississippi Grain Company of Omaha, is now manager of the branch house of Bartlett, Frazier & Co. at Peoria, Ill.

John Rolston, agent for the Neola Elevator Company at Panama, Ia., has removed to Manila, Ia., where he has charge of the Kansas City Grain Company's business.

Orson C. Wells, who has had charge of the branch office of Schwartz, Dupee & Co., in the Rookery building, Chicago, will manage the same office for J. F. Harris & Co., after January 1.

William McCaffrey, senior member of the firm of Daniel McCaffrey's Sons, and president of the Pittsburg Grain and Stock Exchange, was married November 27 to Miss Mary A. McKeever of Oakland, Pa.

E. J. Moncham of Benton, Ill., has been appointed by the Illinois Railroad and Warehouse Commission as assistant registrar of the East St. Louis office for state grain inspection, succeeding A. L. Lindley.

John Rose, a grain dealer of Rosemont, Neb., was called to his door one night lately, knocked down by masked men, and robbed of \$100. Suspicion rests on one Flint Fair, who was pursued by a posse, but escaped.

James Hodd, lately member of the milling firm of Hodd & Cullen, Stratford, Ont., is now in the grain business at Winnipeg, Man., in partnership with Arthur Atkinson, under the firm name of Hodd & Atkinson.

Thomas Oystad, agent for the Imperial Elevator Company, at Towner, N. D., was robbed of \$500 in cash while asleep at a hotel in Towner. He is under bonds to make good the loss. There is no clue to the robbers.

H. V. Lester, who joined the New York Stock Exchange and removed to New York City recently, has transferred his Chicago grain business to his son, W. V. Lester, who has connected himself with the Chicago firm of J. G. Steever & Co.

Clarence F. Filton, formerly a grain sampler for the Peoria, Ill., Board of Trade, is now manager of the elevator business of the Goeman Grain Company, at Mansfield, O., where an elevator with a capacity of 250,000 bushels is being erected.

The Egyptian rice crop is reported far below all expectations—not above one-half the average of previous years.

The Grain Handlers' Union of Portland, Ore., have asked that the wages of laborers be increased to 40 cents per hour regular time and 50 cents for overtime.



# SEEDS

Fred Meier is handling grass seed at St. Charles, Minn.

The John A. Salzer Seed Company secured a gold medal for its display of seeds at the Pan-American Exposition at Buffalo.

The Reynolds Seed & Commission Company of East St. Louis, Ill., has increased its capital stock from \$2,500 to \$5,000.

The Cleveland Seed Company of Cape Vincent, N. Y., was awarded a gold medal at the Pan-American Exposition for its exhibition of seeds.

P. J. McLone of Waseca, Minn., has purchased the seed and grain business of B. H. Trainer of Graceville, Minn., taking possession December 15.

The Minter Brothers Grain & Seed Company has been organized at Kansas City, Mo., by Maxwell, Claudius and Byron Minter. The capital stock is \$10,000.

Alfred J. Brown, of the A. J. Brown Seed Company, Grand Rapids, Mich., says that the general tendency of seed prices is to advance. Peas and beans are scarce and high.

The Walter Mott Seed & Bulb Company has been organized at Jamestown, N. Y., with capital stock of \$25,000. The incorporators are A. N. Broadhead and C. H. Roney of Jamestown, N. Y., and Walter Mott of Riverton, N. J.

J. C. Shannon & Son, who have been in the hardware and seed business at Penn Yan, N. Y., for many years, have closed out their hardware department and will open a wholesale and retail seed store in Penn Yan on January 1, 1902.

The London seed market is reported more inactive than customary at this season. Alsike is firm, while white clover has an upward tendency and red seed is firmly held. The quality of most of the samples of English red clover is very moderate.

Seed dealers in the Northwest are making a specialty of cane seed this season and find it in great demand. The cane seed crop about Trenton, Neb., is large, but prices have advanced steadily. About a carload a day is being shipped from Trenton to the eastern seed houses.

Henry Cratz entertained a number of seed traders at his home in Toledo, O., on the evening of November 13. Among those present were Fred Haigh, Fred Jaeger, Rad and Charles Burge, Archie Gassaway, Fred Mayer, Dave Parsons, Ernest Keum, Ed Crumbaugh, John Keller, W. E. Cratz and Billy Weingard.

Clearfield, Ia., claims the distinction of being the largest shipping point for timothy seed in the world. Ash & Long, seed merchants of that town, have shipped this season over twenty-five cars of timothy seed, representing 17,000 bushels. They have also shipped 3,000 bushels of blue grass seed and one car of clover.

The United States Department of Agriculture has decided to send to the Philippines an expert, with a full corps of assistants, to investigate the needs of the islands in the matter of seeds. It is reported that the vegetables grown there are running out and that not enough rice is grown in the islands to supply the local demand. Upon ascertaining the needs in respect to seed, the department will ship to the islands such seed as may be required.

Ross & Ferrel, who have been engaged in propagating and selling seed corn in a small way for several years, have opened an office at Shenandoah, Ia., and will engage in the business extensively. They are handling four varieties of corn, the Excelsior, White Rose, Iowa Silver Mine and Early Gem. They have been raising corn in the Nishna valley for twenty-eight years. They will also handle Amber cane seed and other varieties, red clover seed, oats and wheat.

The Ohio experiment station has demonstrated that there is no practical difference in the yield of seed corn, whether taken from the butts, middles or tips of the ears, and no difference in the number of barren stalks. A writer in the Southern Ruralist points out the desirability of planting the corn from the entire ear, because the grains from the butt being a little later and those from the tips a little earlier, the period of pollenization is thereby prolonged, and better results are thus obtained.

The state board of railroad commissioners of South Dakota proposes to find out where good seed wheat can be purchased and then secure cooperation among farmers in different localities, who will band together to get the benefit of carload rates on seed wheat importations. Farmers will be able, under this plan, to secure new seed wheat without paying any commission, and the total expense will not be much more than ten cents a bushel over the

price they will get for their own crop at local elevators, while the quality of the seed will justify such an advance. A bulletin containing full information is to be issued.

Toledo claims to be the leading clover seed market. The seed arrives in bags and is inspected, each bag upon its own merits. Where one shipper's lot contains more than one bag of the same quality, the inspector preserves a small sample of each bag, bulks it, and the seed is sold by this sample. The inspecting is all done under the rules for grading as established by the Produce Exchange. The inspector gives bond, and receives the weighing and inspection fee as his pay. He has no interest in the grade, except to be fair to all. An appeal lies to the Seed Inspection Committee, but Seed Inspector Wallace has given almost perfect satisfaction for years. November receipts of clover seed at Toledo were the largest for that month since 1897.

Two years ago Sir William C. Macdonald of Montreal donated \$10,000, to be given in cash prizes to Canadian farm seed growers, according to plans arranged by Professor Robertson of Ottawa, Ont. This work has now been conducted for two years on over eight thousand Canadian farms fairly well distributed throughout the Dominion. The competitors are chiefly boys and girls on the farms. They are growing seed grain on specially prepared plots of land—one-quarter of an acre in each plot—selecting seeds each year from those plots to sow on the plot for the succeeding year. This selection is made by first gathering large, well-filled heads from vigorous plants before the grain is cut, and when all the conditions of growth may be observed, and then thrashing those heads again, and by screening and hand picking, selecting the large, well-developed grain for seed. The reports for 1901 show that the work is meeting with great success.

## OBITUARY

Charles Marr, for many years with Holden & Co. on the Chicago Board of Trade, died recently.

George Rae Parsons, an employe of Finley Barrell & Co., Chicago, died suddenly, November 21.

Seth Clisby, proprietor of the Eureka warehouse, at San Francisco, Cal., and an old member of the Produce Exchange, died recently.

Theophilus P. Perley, who at one time was a successful grain dealer at Gardner, Mass., died in that city December 4, aged 63 years.

Wellington Russell died recently at Liscomb, Ia. He was for many years a resident of Waterloo, Ia., where he was engaged in the grain business.

Asa L. Grant died at his home in Corinna, Me., November 28, aged 54 years. At the time of his death Mr. Grant conducted a grain store at Corinna. His wife and daughter survive him.

Charles Templeton, formerly manager of the Jennings Elevator, at Gays, Ill., and later manager of an elevator at Mattoon, Ill., died at Mattoon, November 25, of consumption. He was 48 years of age and is survived by his wife and six children.

B. E. Seitzinger, junior member of T. D. & B. E. Seitzinger, grain dealers and general merchants, at Mammie, Ill., committed suicide, November 12, by taking carbolic acid. He was in comfortable circumstances and leaves a wife and three children.

Asa D. Hibbard, a grain dealer of Cambridge, Mass., died November 9, at his home in Cambridge. He was a native of Nova Scotia and had been for 21 years a resident of Cambridge, and for seven years engaged in the grain business. His wife survives him.

Edward Barber, a prominent business man of Milwaukee, died at his home in that city December 7, aged 74 years. In early life he was connected with Wisconsin railroads, but later went into the grain business and finally became a real estate dealer. Two sons and one daughter survive him.

Il. A. Clevenger, a well-known grain merchant of Bondville, Ill., died November 9, from cancer of the stomach. He was 57 years of age and a veteran of the civil war. After the war he settled near Bondville and for several years past has been engaged in the grain business. His wife and one daughter survive him.

The sympathy of grain dealers of Southwestern Iowa and of friends throughout the country of D. Hunter of Hamburg, Iowa, is extended to him in his recent loss of his beloved wife, who died at the Post-Graduate Hospital in Chicago, on November 26, as the result of an operation for cancer. Mrs. Hunter had been suffering from this dread disease but a short time only, and it was expected that a complete recovery would follow her visit to

Chicago, but grave complications followed the operation, which resulted in her death.

Jacob Frick died at Wooster, O., November 17. He was 67 years old and a native of Pennsylvania, and an uncle of Henry C. Frick of Pittsburgh. In 1859 he engaged in grain buying in Wayne County, Pa., and in 1872 he added merchant milling, in which he continued for twenty-six years. His second wife, with six daughters and two sons, survive him.

Cyrus T. Warren of Hinsdale, Ill., died of heart disease while riding on a Chicago street car December 11. He was 77 years old and leaves a widow and five children. Eight years ago he retired from the Chicago Board of Trade, where for some years he had been associated with his brothers, N. H. Warren of Woodstock, Ill., and C. C. Warren of Hinsdale, in the firm of Warren Brothers.

Charles J. Kershaw Jr., son of C. J. Kershaw of Chicago, died in a Milwaukee sanitarium, November 10, aged 35 years. When only 20 years old young Kershaw went to Duluth and engaged in the grain business for himself, and was very successful. Later he established a grain business at Tacoma, Wash., and his operations in both cities were extensive and important. He was unmarried.

Louis Duensing, a grain dealer of Minneapolis, died at his residence in that city November 28, of Bright's disease and pneumonia. He was 67 years old and a native of Germany. In early life he was a machinist, at Chicago and Minneapolis, but in 1875 he engaged in the grain business, becoming a charter member of the Minneapolis Chamber of Commerce. His wife, one son and two daughters survive him.

David G. Swartz, for many years a member of the Chicago Board of Trade, died at his home in Chicago, December 1, at the age of 73 years. Mr. Swartz was born in Pennsylvania, but came west many years ago and invested heavily in western lands. He had been a resident of Chicago since 1877. He recently disposed of his Board of Trade membership to devote his entire time to his real estate interests. His wife and four children survive him.

Charles H. Culbertson died suddenly at Hot Springs, Ark., December 2, aged 82 years. Mr. Culbertson was born in Madison, Ind., and settled in Chicago in 1857, engaging in the packing business with Daniel A. Jones. Later, the firm name became Culbertson, Blair & Co., under which style they continued in business until 1879. Mr. Culbertson then devoted his attention to the breeding of Hereford cattle, being the first man to introduce this breed into the United States. He was for several years a director of the Chicago Board of Trade and prominent in its councils. Six children survive him.

## TRANSPORTATION

The barge Ahele, which arrived at Quebec from Kingston with 22,000 bushels of oats November 18, is said to have been the first grain-carrying vessel to enter that port from the West.

It is proposed to construct a system of ship canals out of the Des Moines River, from Keokuk to Des Moines, Ia., enabling river steamers to ply between the two cities. Congress is to be asked for an appropriation for this purpose.

The cost of constructing a channel via the French River, Canada, between the Georgian Bay and Lake Nipissing, has been estimated by engineers at \$4,000,000. The distance is sixty-one miles. Vessels by this route would reach the Grand Trunk at Callendar and the Canadian Pacific at North Bay.

December opened with eastbound freight traffic unusually heavy and the railroads taxed to their utmost to furnish cars and engines. A general advance in rates was the result. The movement of grain and flour by rail east from Chicago was unusually heavy for the closing weeks of the season of lake navigation.

The Washington & Oregon Railroad has been completed to Vancouver, Wash., and will be extended to Portland, Ore. A bridge is to be built across the Columbia River at Vancouver, to cost \$2,500,000. Two years will be required to complete this bridge and permission must be had from Congress before work can be begun.

The allowance of three cents shrinkage on grain shipments through East St. Louis and Louisville was abrogated December 1. The railroads allow a rebate of about three cents per 100 pounds on shipments originating west of the Mississippi River, for shrinkage. In time this allowance came to be made on all shipments through the points above named, regardless of the origin of the bills. This put Memphis, Evansville and other gateways at a disadvantage, owing to the business which the shrink-



age allowance attracted to East St. Louis and Louisville. The abrogation of this rebate is to remove this disadvantage.

The Montreal Transportation Company has added to its fleet this season four boats, with aggregate capacity of 204,000 bushels of grain, for use on the Canadian canals between Kingston and Montreal. Two of the boats are old boats rebuilt, with capacity of 30,000 bushels each. The other two are new steel barges, capable of carrying 72,000 bushels each on a draft of only thirteen feet.

The grain-shipping season via the lakes from Chicago ended December 5. The total Chicago lake shipments of the season, as compared with last year, show a falling off of one-third. The wheat shipments were larger this year than last, but corn shipments fell off from 78,496,301 bushels in 1900 to 23,106,711 bushels in 1901. Oats also, which were a short crop this year, fell off from 24,167,441 bushels in 1900 to 15,095,327 bushels in 1901. The closing days of lake grain navigation were disappointing to vesselmen, owing partially to low rates and delays at eastern terminals through lack of elevator room and cars.

A steel shipbuilding plant will be built at St. Clair, Mich., by Port Huron capitalists. Among those interested are J. E. Botsford, F. D. Jenks and C. O. Duncan. They control the Port Huron-Duluth line of steamers, and four vessels for this line are to be the first built. This is said to be part of a scheme backed by the Grand Trunk Railway Company, which contemplates a chain of connections to start at Duluth and Port Arthur and terminate at Leith, Scotland. It includes the \$1,000,000 steel elevator to be built at Point Edward, as well as the construction of not less than eight steel boats at the new shipyard. Grain will be brought from Duluth and Port Arthur to the new Point Edward Elevator, the Botsford Elevator and the Grand Trunk Elevator at Port Huron. From there it will be shipped over the Grand Trunk system to Portland, Me., where the Grand Trunk will deliver the grain for transportation to Leith, Scotland.

## Items from Abroad

Belgium has eleven mills for grinding corn exclusively. One, at Alost, has capacity of about 17,000,000 pounds annually, and all are busy.

The government of Spain has introduced into the Chamber of Deputies a bill for a law requiring duties on certain articles of import, including grain imports, to be paid in gold or equivalent.

There seems to be no doubt that the famine will curse Russia this winter. The official report of the crops issued about November 1 says the harvest of the year is in general under the average and particularly bad in the East and Southeast, and good only in the southwest provinces. Measures of relief have already begun to assume form and will eventually take on large proportions.

A British consul at Rouen, France, reports that France is disturbed at present over a deficient wheat harvest, a deficiency all the worse as the grain is very inferior in quality. He says the annual consumption of France, including seed wheat, is 346,236,000 bushels; subtracting from this the 28,380,000 bushels now in reserve, there are left 317,856,000 bushels necessary between now and this time next year. How much of this the present harvest will supply is uncertain.

The New York Produce Exchange has been notified by the Italian consul-general that by a recent decision of the Italian government, any cargo of maize imported into Italy without a consular certificate as to its quality will be rejected by the health authorities and its landing absolutely prohibited. The consul-general said: "Our grain traders have received during the last year such a miserable quality of corn, when they had every reason to expect a superior grade, that they have been compelled to resort to this expedient to insure obtaining better grades in future."

When the question of establishing a national reserve was under discussion in England, some years ago, Mr. Robert Yorburch, M. P., instituted a test for the purpose of discovering how the condition of wheat would be affected by long storage. The following statement of the results has been published: "In 1897, 25 quarters of British wheat were purchased. This was shipped to Berlin, and 47 sacks were there dried by the vacuum process in December. The wheat was reshipped to Rochdale, and stored in a granolithic concrete silo. Once a month it was turned over until October, 1900, when only 50 pounds at the bottom of the silo were found to be bad. When the wheat was ground the miller reported that the condition of it was such that the capacity of the mill was 25 per cent greater than with new English wheats. A larger percentage of flour was also more easily obtained than from new

English wheats. The test extended over two years and eight months."

In spite of the newly imposed tax on sugar, that commodity, thanks to continental bounties, has sold in London at a reduction of nearly 25 per cent compared with a year ago. It is now said by the London Express that, "With these good results following taxation, it is rumored that wheat will next receive consideration—not taxed for protection but through the excise. If the government proposed a corn tax the cry would be raised that it was to help the landlords; but in the event of a wheat tax on imported grain, the same tax will be placed on home-grown wheat and collected in a similar way, as was the malt tax before it was merged into beer duty."

Broomhall's, November 12, said: "There are still bitter complaints as to the miserable price obtainable for homegrown grain, and the high price demanded for Indian corn. So much so, indeed, are farmers feeling the disparity between the prices of wheat and corn, that they are in many districts abstaining from bringing their wheat to market, and refusing to buy a sack of maize. One prominent Shropshire dealer called at the office of Corn Trade News to-day to relate that whereas he usually buys a couple of thousand sacks of farmers' wheat per week and sells to them in return a thousand sacks of maize, his trade at present has fallen off to somewhere about 200 sacks of wheat per week, the trade in maize having ceased altogether, at any rate for the time being."

An Odessa paper gives a typical illustration of a commercial principle that seems to be all too familiar in Russia, to wit, "without cheating there is no trading." At Odessa a Greek was loading barley for export, and during the loading the harbor police noticed an unusual amount of dust coming from the sacks. Examination disclosed the fact that the barley was mixed with no less than 50 per cent of its weight of yellow sand. As the government now attempts to put some check to this scandalous system of robbery, the loading was stopped and an explanation demanded. The shipper contended in self-justification that the usage of the trade permitted the admixture of a "certain percentage" of foreign substances with the grain. The wonder is he stopped at 50 per cent. The case reminds one of a condemned Greek in Mississippi who, when asked if he had anything to say why he should not be executed, could only reply that he had seen so many negroes killed there by others, that he "did not think it was unlawful to shoot a nigger in Mississippi, if one felt like doing so!"

## BARLEY AND MALT

The Appleton Malt Company has built a new elevator at Forest Junction, Wis., for the primary receipt of barley.

The new malt house elevator at Chilton, Wis., is now open for the reception of grain. The malting machinery will not be ready for operation before next year.

The Rubicon Malting & Grain Company has been incorporated at Rubicon, Wis., with capital stock of \$30,000, by Peter Krentz, Joseph Hauser and W. H. Hauser.

The Weller Mfg. Co., Chicago, has the contract for the elevating and conveying machinery for the Duluth Brewing & Malting Company's new plant at Duluth, Minn.

The Consolidated Brewing & Malting Company of Chicago, Ill., has recently overhauled and made improvements in its malthouse. Contract for the necessary machinery was awarded to the Weller Mfg. Co., Chicago.

Farmers are inclined to feed their barley in place of buying corn at present high prices. In Iowa feeders are paying as high as 63 to 65 cents for corn and hauling it themselves, which is pretty close to the barley mark.

Friedrich Singer of Meerane, Germany, has secured a patent on an apparatus for turning green malt. It consists of a pair of brushes mounted on arms and adapted to sweep the floor by an alternate forward and backward movement.

The Eaton Brothers Brewing Company of Owen Sound, Ont., has erected a new pneumatic malting plant and has issued an attractive booklet descriptive of the plant and explanatory of the process. The company now has an annual malting capacity of 240,000 bushels.

The receipts of barley at Cincinnati during November, 1901, were 144,546 bushels, and shipments 6 bushels, as compared with receipts of 129,062 bushels and shipments of 862 bushels in Novem-

ber, 1900. The receipts of malt at Cincinnati during November, 1901, were 87,106 bushels, and shipments 54,098 bushels, as compared with receipts of 31,240 bushels and shipments of 28,134 bushels in November, 1900.

### IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
October, 1900 .....	60,880	\$	30,038
October, 1901 .....	31,140		17,438
Ten mos. ending Oct., 1900...	89,648		13,992
Ten mos. ending Oct., 1901...	36,639		19,992
Exports—			
October, 1900 .....	868,535		409,204
October, 1901 .....	1,807,946		796,216
Ten mos. ending Oct., 1900...	11,861,256		5,526,222
Ten mos. ending Oct., 1901...	6,179,924		2,788,054
BARLEY MALT.			
Imports—			
October, 1900 .....	400	\$	324
October, 1901 .....			
Ten mos. ending Oct., 1900...	4,262		4,297
Ten mos. ending Oct., 1901...	2,866		2,774
Exports—			
October, 1900 .....	17,411		12,980
October, 1901 .....	29,011		19,782
Ten mos. ending Oct., 1900...	257,009		188,911
Ten mos. ending Oct., 1901...	317,258		214,916

## Late Patents

### Issued on November 12, 1901.

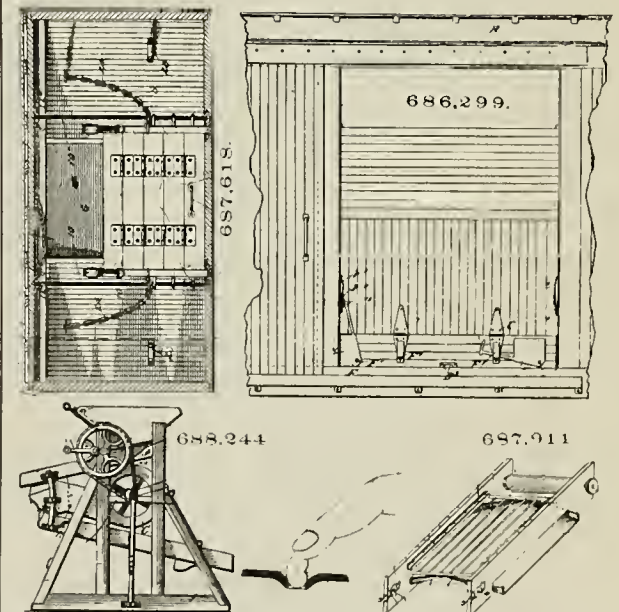
Door for Grain Cars.—Joseph D. Horton, Downers Grove, Ill. Filed Oct. 10, 1900. No. 688,299. See cut.

### Issued on November 19, 1901.

Apparatus for Drying Grain.—Max König, Cassel, Germany. Filed July 23, 1901. No. 687,937. See cut.

### Issued on November 26, 1901.

Grain Door for Cars.—Tilghman E. Branson, Belle Plaine, Kan., assignor of one-third to M. L.



Haworth, same place. Filed April 5, 1901. No. 687,618. See cut.

### Issued on December 3, 1901.

Bean or Seed Sorting Machine.—Wm. W. Balch, Deford, Mich. Filed July 9, 1900. No. 687,911. See cut.

Seed Cleaner and Separator.—James W. Hall, Dublin, Ind., assignor of one-half to Jas. F. Hatfield, Fountain City, Ind. Filed Nov. 26, 1900. No. 688,244. See cut.

## OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

- F. E. Allen, Oshkosh, Wis.
- W. F. Hess, Lebanon, Tenn.
- E. T. Hayhurst, Waterloo, Wis.
- H. W. Parker, Winnebago City, Minn.
- C. E. Nichols, of C. E. Nichols & Co., Lowell, Ind.
- J. H. Holland, superintendent Case Mfg. Co., Columbus, Ohio.
- O. W. Russell, representing Dodge Mfg. Co., Mishawaka, Ind.
- M. D. Beardsley, representing Prinz & Rau Mfg. Co., Milwaukee, Wis.
- G. W. Brown, vice-president and treasurer Case Mfg. Co., Columbus, Ohio.



## Fires - Casualties

H. A. Clevenger, grain dealer at Bondville, Ill., is reported burned out.

B. C. Ragen's grain elevator at Elliott, Ia., was burned on the morning of December 5.

J. W. Bishop's elevator at Martinsburg, W. Va., was damaged by fire recently, to the extent of \$1,000.

John H. Marker's grain elevator and flour mill at Westminster, Md., was burned recently; loss, \$20,000.

The Interstate Elevator, at Rothsay, Minn., was burned down Sunday night, November 17. The cause of the fire is not known.

Rather & Co.'s grain and cotton warehouse at Murfreesboro, Tenn., was burned November 22. Loss, about \$60,000; insurance, \$40,000.

The warehouse of the broom corn trust, at Evansville, Ind., was destroyed by fire, December 7. Loss, about \$12,000; small insurance.

The breaking of a slide valve on the large engine at Elevator A, Galveston, Texas, compelled the shutting down of the plant for a few days.

Fred Maas was struck by a falling spout while at work in Elevator E at Milwaukee, Wis., November 22. He was cut about the head and his back was injured.

The Cousins Elevator, at Melville, N. D., was destroyed by fire recently, with all its contents. The origin of the fire is not known. The loss was fully covered by insurance.

W. H. Michael's flour and grain warehouse on Delaware avenue Northeast, Washington, D. C., was burned November 19. The loss on stock was about \$5,000; insurance, \$3,000.

W. M. Chelf's elevator and mill at Phillipsburg, Kan., were destroyed by fire, November 29. The loss on the elevator was about \$6,000; insured. The plant will probably be rebuilt on a larger scale.

The Eintsman Elevator, at Versailles, Ill., was burned November 26. The house contained about 14,000 bushels of grain, which was badly damaged. The loss on grain was about 30 per cent.

W. J. Lindsay's elevator at Beresford, Man., was burned November 22 at night, with 30,000 bushels of wheat. The building was full to the top. The cause of the fire is not known. Loss, \$60,000, fully insured.

R. B. Carson's grain elevator at Moulton, Iowa, was burned November 21 at 3 o'clock a. m. The fire is believed to have been the work of incendiaries. The loss on timothy seed, corn and oats was over \$4,000; insurance, \$2,000.

The Deppe Elevator, at Meredosia, Ill., burned November 15, with about 1,730 bushels of wheat. The elevator was valued at about \$3,300. Building and contents were fully insured. The fire is believed to have been of incendiary origin.

A kettle of boiling linseed oil in a building of the American Linseed Company at St. Anthony Park, Minn., was upset and set fire to the building. E. Condon, an employe, was seriously burned. The fire was extinguished with small loss.

Arla Cuppy's elevator at Humboldt, Ill., was burned about 10 o'clock Saturday night, November 16. It contained between 8,000 and 9,000 bushels of corn. The origin of the fire is not known. Loss, \$8,000; insurance, \$6,000. Mr. Cuppy will probably rebuild.

Fire destroyed the Smith-McLaughlin Elevator at Austin, Minn., November 30. The cause was an explosion of the torch on a gasoline engine used for power. The loss is estimated at \$12,000, with insurance of \$3,750. The company will rebuild at once on a much larger scale.

The Milwaukee Elevator, at Kirkland, Ill., was burned November 13 in the afternoon. The building contained about 20,000 bushels of feed screenings used in feeding sheep by John MacQueen, whose loss is about \$7,000, with insurance of \$3,000. The loss on the building was \$5,000, partially insured.

Joseph Schwartz was smothered in malt in the McAvoy brewery, at Chicago, December 10. He was working as a general man, studying the brewing business, and suddenly disappeared. After a search of 36 hours his body was found in the malt bin. The searchers shoveled malt for four hours before they discovered him.

Thomas Allen was drawn into a grain chute at Sylvester Brothers' elevator at Toronto, Ont., November 21, and before he could be rescued he was smothered. The accident happened about 9 o'clock at night. Allen was employed to look after the chute, and it is supposed that he lay down on the grain and fell asleep during a temporary cessation

of work. When the chute was again opened he was drawn in.

The hay and grain store of Lillenthal Brothers, at 107 Main street, Houston, Texas, collapsed November 23, at night. The fall is supposed to have been due to weakness of the walls. The building was reduced to a pile of bricks and timbers.

Fire broke out in the hay and grain warehouse of Rickson & Collins, at 52 to 56 Harrison street, New York City, November 28, and resulted in heavy damage. The loss to Rickson & Collins was about \$60,000, fully insured; and to the building, \$15,000. The origin of the blaze is not known.

The elevator of the Jaques Grain Company at Farwell, Neb., was burned November 14 by a fire which is said to have been of incendiary origin. The house contained 8,000 bushels of wheat and 1,000 bushels of rye, valued at \$4,000. The building was worth \$4,000. The loss was total, with partial insurance.

The National Starch Manufacturing Company's plant at Des Moines, Ia., was destroyed by fire, December 5. The fire broke out just as the workmen, several hundred in number, were leaving the building at night, and they escaped injury. The loss on building and contents is estimated at about \$200,000, insured.

Funkhouser Brothers' elevator, at Lerna, Ill., was burned November 29. It contained about 80 bushels of corn and 1,500 bushels of ground feed, owned by W. L. and A. A. Funkhouser, and a quantity of baled straw, belonging to F. D. Voris of Neoga. The elevator was valued at about \$3,000. It will probably be rebuilt.

William Kerns & Co.'s elevator at Burlington, Ont., was destroyed by fire November 9 at 1 o'clock a. m. The cause of the fire is not known. The elevator contained about 8,000 bushels of wheat and 2,000 bushels of barley, all of which was destroyed. The loss is estimated at about \$10,000, partially covered by insurance.

The Middle Division Elevator, at Lane, near Clinton, Ill., was destroyed by fire, November 29. The fire broke out shortly after the noon hour and is supposed to have started in the engine room of the elevator. The loss was total. The elevator contained a considerable quantity of grain. The loss was fully insured.

The large feed mill and grain warehouse of Byers & Lewis, at West Chester, Pa., was damaged by fire, November 29. A new blower had been put in for burning refuse coal to run the engine. This became overheated and set fire to the ceiling. The flames were discovered and extinguished before they reached the grain chutes. The damage was moderate.

The Minneapolis & Northern Elevator, at Michigan City, N. D., was burned November 16, with contents, consisting of 25,000 bushels of wheat and 15,000 bushels of flax. The elevator was valued at \$4,500 and was fully insured. The loss on grain was fully covered by insurance. A new elevator will be erected at once. It is believed that the fire started from friction in the machinery.

F. M. Murphy & Co.'s grain elevator at Hume, Ill., was burned at 3 o'clock a. m., November 26. New corn cribs with capacity of 50,000 bushels were also destroyed. There was no corn in the cribs, but the elevator contained about 5,000 bushels of grain, chiefly corn. The cause of the fire is not known. The loss was about \$7,000 on grain and buildings, which is covered by insurance.

Fred Kohlmeier, a carpenter, employed in Elevator B of the Northern Grain Company at Manitowoc, Wis., fell into one of the bins to the ground, a distance of seventy feet, and sustained injuries which will probably prove fatal. He stepped on a loose board on the top of the bin. One leg was broken, one knee dislocated and his shoulder broken, and he sustained severe internal injuries.

The elevator of Holbrook & Balliett, at Appleton, Wis., was burned at an early hour in the morning of November 23. The fire is supposed to have originated in a hot box on one of the main shafts on the second floor of the building. The house contained about 20,000 bushels of grain and \$1,000 worth of clover seed, all of which was destroyed. The loss is estimated at \$25,000, with \$10,000 insurance. The elevator will probably be rebuilt at once.

The grain elevator at the corner of Dennison avenue and Montgomery street, Columbus, Ohio, occupied by Seeds & Co., was destroyed by fire about 2 o'clock on the morning of November 13. It is believed to have been fired by an incendiary, as it had been frequented by tramps. The loss on building was \$1,500, and on contents \$500. The building was owned by Mrs. Medora Miller, wife of J. Harry Miller, who died recently in England.

The United Elevator & Grain Company has been incorporated at St. Louis, Mo., with capital stock of \$150,000; stock in Illinois, \$50,000.

## COMMISSION

The Reynolds Seed & Commission Company of East St. Louis, Ill., has increased its capital stock from \$2,500 to \$5,000.

The Empire Hay & Grain Company has been incorporated at Albany, N. Y., by Charles F. Putnam, Fred J. Wands and Louise A. Wands. The capital stock is \$3,000.

McReynolds & Co. have taken new offices in the Counselman building directly opposite the Chicago Board of Trade. They will add to their grain business a stock department.

E. O. Dilling, who has been agent for the Northern Pacific Railway at St. Cloud, Minn., is now manager of the Fargo office of Edwards, Wood & Co., grain commission, of St. Paul.

Edwards, Wood & Co. of Minneapolis have established a grain brokerage office at Montevideo, Minn., with private telephone wire to Willmar and Minneapolis. C. R. Aggas is in charge of the office.

The J. B. Bartlett Grain Company has been incorporated at St. Louis, Mo., with capital stock of \$25,000, of which one-half is paid in. The stockholders are J. B. Bartlett, Parker H. Litchfield and William W. Powell.

Solis V. Peiser, doing business as Peiser & Co., stock and grain brokers, at No. 1 Montgomery street, Jersey City, N. J., has filed a petition in bankruptcy with liabilities of \$11,688 and assets of \$865. Mr. Peiser began business in Jersey City in May last.

J. C. Wheeler, of the grain firm of Warner & Wheeler of Fisher, Ill., has been secured by Van Ness & Wilson of Chicago to represent them in Illinois. Mr. Wheeler, who is a successful grain man of years' standing, will still retain his interests in the firm at Fisher.

The Parrott-Baxter Grain Co. of St. Louis, Mo., has removed its offices from No. 414 Chamber of Commerce, into a larger and more convenient room in the same building, in No. 105. The business has demanded larger quarters for some time, and the company made its removal at its first opportunity.

Lake & Leask have opened offices at 2 and 4 Sherman street, Chicago, for a general commission and brokerage business in grains and provisions. The new firm is composed of W. H. Lake, for several years with Bartlett-Frazier, and Arthur Leask, formerly with Baldwin-Gurney and later with J. F. Harris.

The Commercial Grain Company, with offices in the Board of Trade building, Kansas City, Mo., assigned December 6 to Herman Scott, for the benefit of creditors. No statement of liabilities was filed. John J. Smith is president of the company and Thomas J. Myers, secretary. The assignment is said to be due to the recent rise in wheat.

H. R. Penny & Co., commission grain dealers, with offices in the Board of Trade building at Omaha, Neb., failed December 10. The firm had branch offices in Sioux City, Lincoln, Beatrice, Fremont, Columbus and Syracuse, Neb., all of which were closed. H. R. Penny said that the firm had suffered losses of over \$40,000 during the recent bull movement in wheat, but that his customers would be paid in full.

Schwartz, Dupee & Co. have notified their correspondents that they will retire from business January 1. Their big corner office, the highest-priced in the Board of Trade building, will be taken by Logan & Bryan. There will be no successor to the old firm. It will simply retire and the partners will devote themselves to leisure. For about twenty years Schwartz, Dupee & Co. have been leaders in Stock Exchange and Board of Trade circles. Charles Schwartz and John Dupee were the original members. Mr. Dupee is still active in the business, but Charles Schwartz died in 1893. G. A. Schwartz retired from the firm two years ago, and Colonel J. W. Conley a year ago. The present members of the firm are John Dupee, I. G. Bloom and Walter Comstock. They are credited with having made in commissions in 1900 about \$600,000.



Mr. Bull to Mr. Bear:—"Go 'way back and sit down."—Zahm's Circular, November 30.



## Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### WANTED.

Oklahoma elevator at a good station. Give full particulars. Address

LOCK BOX 15, Windsor, Ill.

### NO MORE MUSTY CORN.

Use Beale's Adjustable Corn Crib Ventilators. Allows you to build cribs 16 to 24 feet wide. Saves 30 per cent in building material. No more musty corn. Write to

N. S. BEALE, Tama, Iowa.

### DESK DATING STAMP.

We have a little novelty in the form of a desk dating stamp, which is a handy contrivance that will last for seven years. Any dealer desiring one will receive it on sending 15 cents in stamps to pay cost of sending. Address

JOHNSON & FIELD MFG. CO., Racine, Wis.

### REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

## For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### FOR SALE.

Nice Red Clover. Write for samples and prices to

LA ROSE GRAIN CO., La Rose, Ill.

### GASOLINE ENGINES.

All makes of gasoline engines bought, sold, rented and exchanged. Address

M'DONALD, 36 W. Randolph St., Chicago.

### CORN SHELLER.

For sale, one Barnard & Leas Corn Sheller, complete; practically new; large capacity. Will sell low.

CALLAHAN & SONS, Louisville, Ky.

### FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

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An elevator in Columbus, Ohio; feed mill and coal yard attached. Centrally located. Natural gas for power. Rent, \$35 per month. Go and see it. Address

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For sale, elevator of 14,000 bushels' capacity, with a store building for handling seeds and feed. Located in a thriving western town and doing a splendid business. Price, \$8,000. A fine opportunity for someone. To anyone interested full particulars will be given. Address

A. S. E., Box 12, care "American Elevator and Grain Trade," Chicago, Ill.

### ILLINOIS ELEVATOR.

For sale, the Halderman Elevator, capacity 25,000 bushels. Gasoline engine and two dumps. Good opening for stock buyer and coal dealer. Inquire of

N. H. HALDERMAN, Mt. Carroll, Ill.

### FOR SALE.

One 72-inchx16-foot boiler.  
Two 66-inchx18-foot boilers.  
One 18-inchx24-inch Automatic Engine.  
One 42-foot, 60-ton Buffalo Track Scale.  
One 24-inchx54-inch Vilter Corliss Engine.  
STEPHENS & TYLER, 1505 Monadnock Bldg., Chicago.

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For sale or trade, a 75-barrel brick mill and steel elevator of 20,000 bushels' capacity, for handling all kinds of grain. Handle 200 cars a year in excess of mill's requirements. A gas well belongs to this plant. Only mill in a thriving town of 2,500 inhabitants, in Central Indiana; three railroads. A big money maker. Best of reasons for selling. Acceptable paper for all or part payment. Address G. B., Box 12, care "American Elevator and Grain Trade," Chicago, Ill.

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### The Garry Iron and Steel Roofing Co.,

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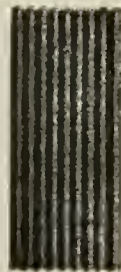
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WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of Corrugated Iron and Metal Roofing for Grain Elevators,

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[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]

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### PARROTT-BAXTER GRAIN CO. COMMISSION,

GRAIN, HAY AND SEEDS.

105 Chamber of Commerce.

ST. LOUIS.

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GRAIN AND CLOVER SEED DEALERS  
OF TOLEDO, OHIO.

SPECIAL MARKET AND CROP REPORTS FREE.  
BE FRIENDLY. WRITE OCCASIONALLY.

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ESTABLISHED 1878.

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Especially High Grade White and Yellow Corn,  
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Elevators along the lines of the following railroads in Central Illinois: Wabash; Chicago & Alton; I. C.; C. P. & St. L. and Pawnee.

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Write for prices delivered.

No Wheat For Sale.

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We sell on Commission and buy direct,

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Storage capacity 8,000 bales, 30,000 bushels.  
Let us know what you have to offer.



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NOW WITH

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If you appreciate Honest Work, Good Treatment and  
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We make good sales.

We make prompt returns.

We make our customers money.

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My personal attention given  
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orders for  
futures

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Consign your grain and seeds and send your  
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Write for our Daily Market Letter.

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Special attention given to cash  
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Write for my Daily Market Letter

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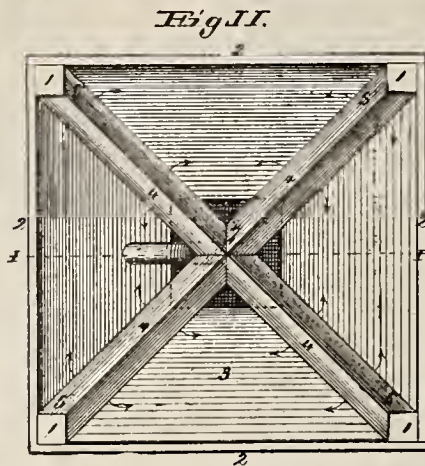
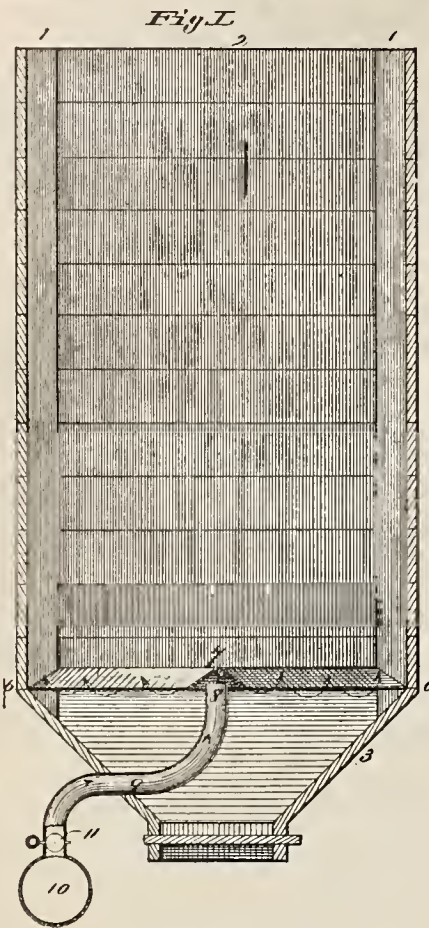
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The only device in existence that will insure the absolutely safe storage of grain without handling, and treat "out-of-condition" grain with greatest profit.

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# GRAIN PURIFYING

Is coming to be a recognized necessity—as much so as grading, cleaning and clipping. At present the field presents an almost unlimited opportunity for making money because of the limited competition.    ♪   ♪   ♪   ♪   ♪

We own and have the exclusive patent right on the only grain purifier on the market, Patented October 26, 1897.

Our patent covers a process of **PURIFYING ALL KINDS OF GRAIN**, which will improve the quality by removing all impurities, such as smut, must and mold odors, and remove in part or whole any unnatural stain or discoloration without affecting the original state of grain, either in color or otherwise, as matured before cutting.    ♪   ♪   ♪

We sell you the right to erect and use this purifying process, furnishing you blue prints and plans, or a man to oversee the erection as may be desired.    ♪   ♪   ♪   ♪   ♪

Don't hold off because you don't understand the advantages of our purification system. Write us and we will give you the fullest information.    ♪   ♪   ♪   ♪   ♪   ♪   ♪   ♪

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## The American Grain Purifier Constructing Co.

PAID-UP CAPITAL, \$250,000.00

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## The Realization Of An Ideal.

Think of what constitutes an ideal separator. Think of all the weaknesses and imperfections in the separators you are now using. Eliminate all these disadvantages and in their place put all the desirable features you can think of.

What do you have?

### The Wolf Imperial Gyratory Receiving Separator.

This machine is just what you have been looking for—a practical separator embodying every desired feature.

To give you an idea of how satisfactory this machine will be to you we mention a few of its superior features.

Less power is required than by other separators.

It is easier of access.

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In fact, it is so far ahead of other separators as to be in a class by itself.

Send for prices and complete description.

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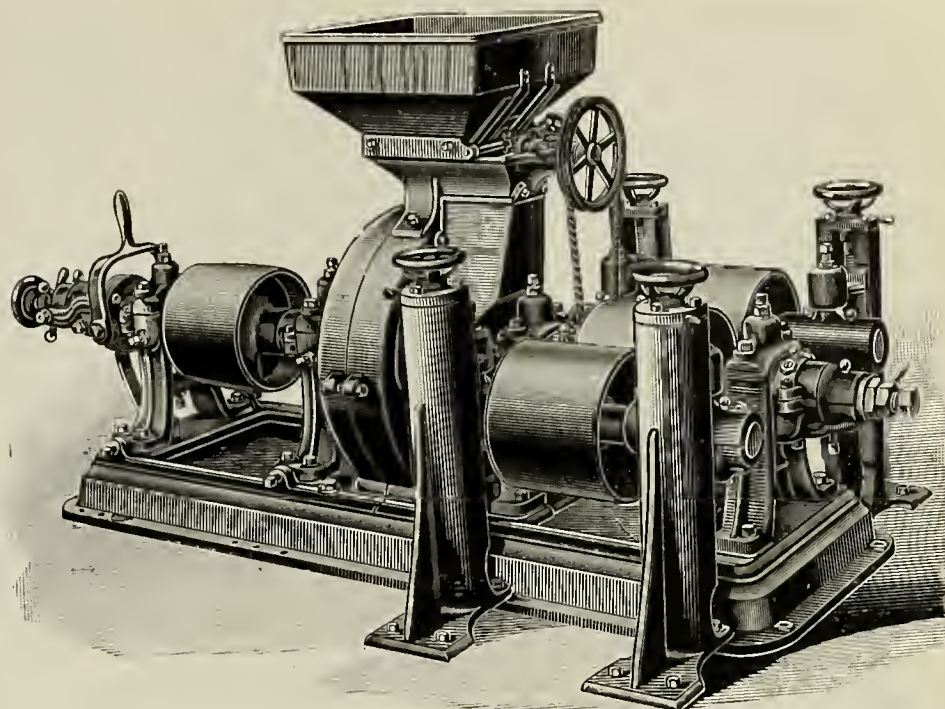
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Let us send you samples of work done on this mill;  
also full description of its many superior features.

## SPROUT, WALDRON & CO.

Manufacturers of French Burr Mills, Corn Ear Crushers, Shellers, Etc.

P. O. BOX 0, MUNCY, PA.



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FOR USE IN

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ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL.  
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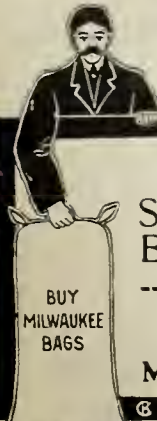
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REDUCED  
FROM  
\$2 TO \$1.

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Seamless Cotton Grain Bags--Jute Grain Bags--New and Second Hand Feed Bags--are right and you should write for them.

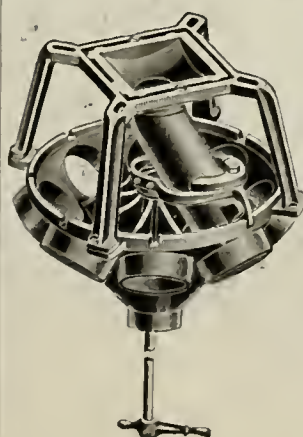
We print in colors on new bags.

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MILWAUKEE  
BAGS

BUY  
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BAGS



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which does not permit a kernel to go wrong and prevents a "choke up" and the consequent risk of fire. At the same time it is more simple and more durable and the only distributor in the whole world that does not mix grain in distribution.

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In wood, steel or combination materials.  
Any capacity from 5,000 bushels up.

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for Complete POWER  
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DESCRIPTIONS

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GRAIN ELEVATORS,  
STEEL CONSTRUCTION,  
CONCRETE WORK.

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UP-TO-DATE COUNTRY ELEVATORS.

TRANSFER AND CLEANING HOUSES.

Long Distance  
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Guaranty Loan  
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OVER THIRTY YEARS' EXPERIENCE.

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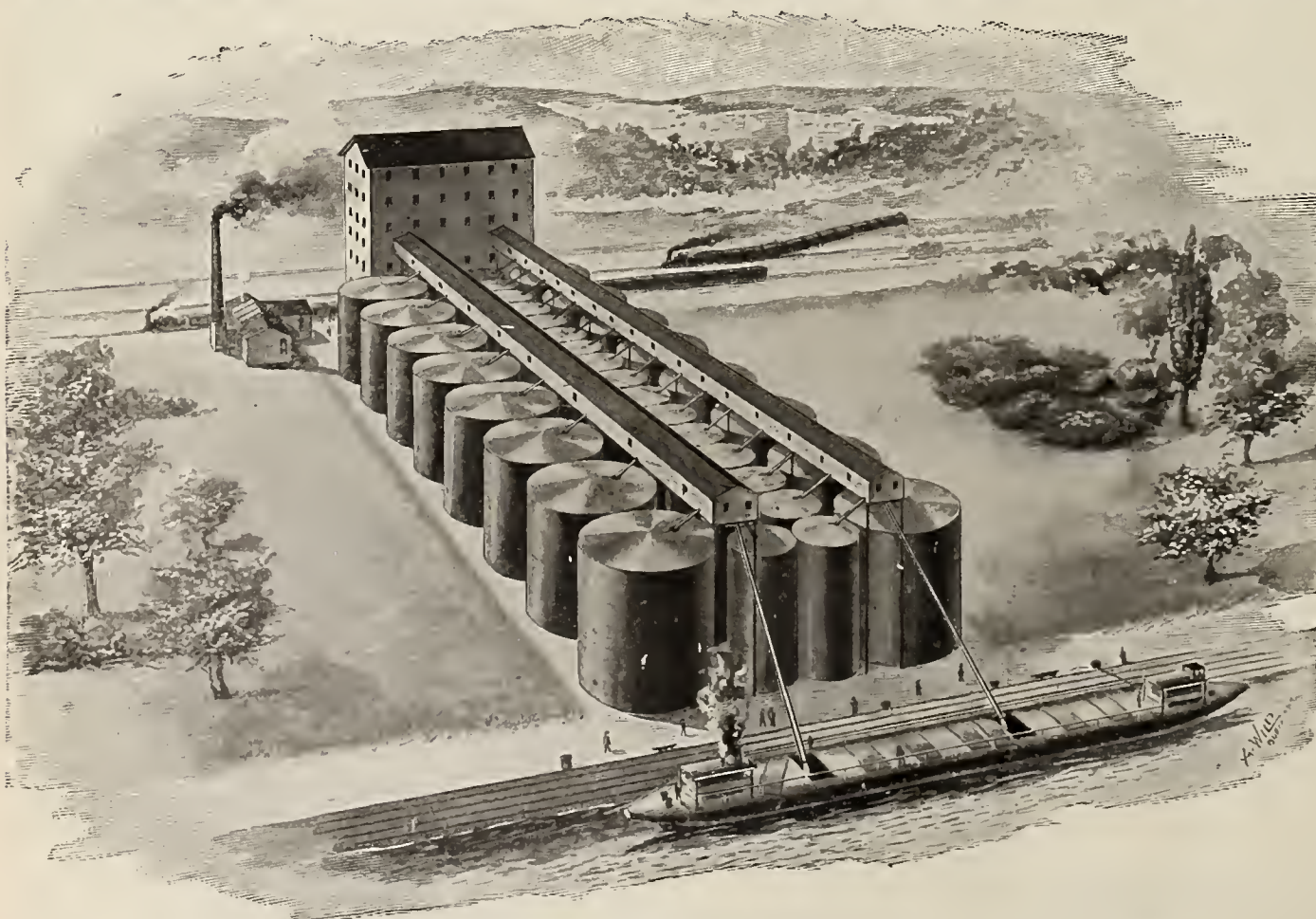
MASON CITY, IOWA,

Contractors, Designers and Builders of Grain Elevators.

Write us for ideas and estimates.

Manufacturers' Agents and Jobbers of Elevator and Power Transmission  
Machinery and Supplies.

# STEEL STORAGE & ELEVATOR CONS. CO.



CANADIAN PACIFIC RAILWAY CO.'S STEEL ELEVATOR, FORT WILLIAM, CANADA, 1,500,000 BUSHEL.

FIRST IN THE FIELD,  
ALWAYS IN THE LEAD.

WE DESIGN AND BUILD COMPLETE

## FIREPROOF STEEL ELEVATORS

TO MEET ALL REQUIREMENTS.

INVESTIGATE OUR

### PNEUMATIC CONVEYING SYSTEM.

GENERAL OFFICES:

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## GRAIN ELEVATOR CONSTRUCTION.

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We also contract to build complete all kinds of heavy structures, such as Docks, Packing Houses, Public Buildings, Stock Yards, Etc., Etc.



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Maple Leaf Elevator, Kansas City, Kan. 1,000,000  
Burlington Elevator, St. Louis. .... 1,300,000  
Interstate Elevator Co., Minneapolis. .... 1,000,000  
Northern Grain Co., Manitowoc, Wis. .... 500,000  
W. W. Cargill, Green Bay, Wis. .... 500,000  
Vigo Elevator Terre Haute, Ill. .... 500,000  
Belt Line Elevator Co., Superior, Wis. .... 2,500,000  
Superior Terminal El. Co., Superior, Wis. .... 2,500,000  
F. H. Peavey & Co., Minneapolis No. 1. .... 1,750,000  
F. H. Peavey & Co., Minneapolis No. 2. .... 500,000  
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ENGINEERS AND BUILDERS OF STRUCTURAL STEEL WORK.  
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Have proven superior to all others built last season. They contain more new features than any others now being built. Write us for special design.

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CHICAGO, ILL.

### RECORD FOR YEAR 1900 IN ELEVATOR BUILDING.

THE FOLLOWING COMPRISES PARTIAL LIST OF ELEVATORS  
BUILT DURING 1900 BY

### G. T. HONSTAIN,

SUCCESSOR TO HONSTAIN BROS.,  
313 Third Street South, MINNEAPOLIS, MINN.

	Bushels.
EAGLE ROLLER MILL CO., New Ulm, Minn. ....	200,000
EXCHANGE ELEVATOR CO., St. Louis Park, Minn. ....	150,000
MINNESOTA ELEVATOR CO., Wino, Minn. ....	25,000
MINNESOTA ELEVATOR CO., Hendricks, Minn. ....	25,000
MINNESOTA ELEVATOR CO., Astoria, S. D. ....	25,000
EXCHANGE ELEVATOR CO., Bird Island, Minn. ....	20,000
SPALDING BROS., Wanda, Minn. ....	25,000
K. KREUGER, West Brook, Minn. ....	25,000
CROWN ELEVATOR CO., Batavia, Minn. ....	25,000
CROWN ELEVATOR CO., Hickson, N. D. ....	25,000
CROWN ELEVATOR CO., Selby, S. D. ....	25,000
SLEEPY EYE MILLING CO., Arcola, Minn. ....	20,000
SLEEPY EYE MILLING CO., Wino, Minn. ....	20,000
SLEEPY EYE MILLING CO., Hendricks, Minn. ....	20,000
SLEEPY EYE MILLING CO., Astoria, S. D. ....	20,000
SLEEPY EYE MILLING CO., Morgan, Minn. ....	20,000
JENNISON BROS. & CO., Arcola, Minn. ....	20,000
JENNISON BROS. & CO., Hendricks, Minn. ....	20,000
SPRINGFIELD ROLLER MILL CO., Wino, Minn. ....	20,000
DAVENPORT ELEVATOR CO., Casey, Ia. ....	20,000
MINNESOTA ELEVATOR CO., Triumph, Minn. ....	15,000

ESTIMATES FURNISHED ON APPLICATION FOR TRANSFER, MIXING  
AND STORAGE ELEVATORS.

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WE MAKE A SPECIALTY OF FURNISHING PLANS AND SPECIFICATIONS.

802, 804, The Temple, Chicago, Ill.

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Grand Trunk Elevator, Portland, Me. ....	1,000,000
Export Elevator, Buffalo, N. Y. ....	1,000,000
J. R. Booth Elevator, Parry Sound, Canada ....	1,000,000
Cleveland Elevator Company's Elevator, Cleveland, Ohio. ....	500,000
Erie R. R. Transfer & Clipping House, Chicago, Ill. ....	100 cars in 10 hours
Manchester Ship Canal Co.'s Elevator, Manchester, England. ....	1,500,000
Burlington Elevator, Peoria, Ill. ....	500,000
Canada-Atlantic Railway Elevator, Coteau Landing, Que. ....	500,000
Northern Grain Co., Manitowoc, Wis. ....	1,400,000
Union Elevator, East St. Louis, Ill. ....	1,100,000
Chesapeake & Ohio Ry. Elevator, Newport News, Va. ....	1,000,000
Grand Trunk Ry. New Transfer House, Chicago. ....	500,000
Halliday Elevator Co.'s Elevator, Cairo, Ill. ....	400,000
Cleveland Grain Co.'s Elevator, Sheldon, Ill. ....	400,000

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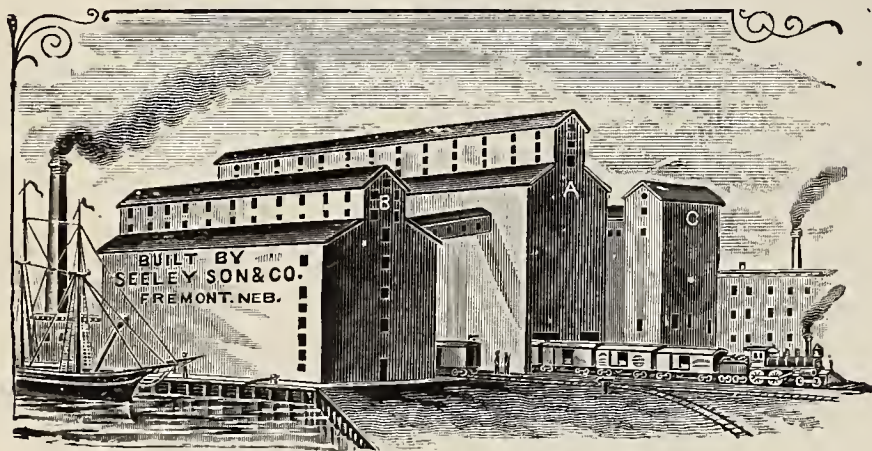
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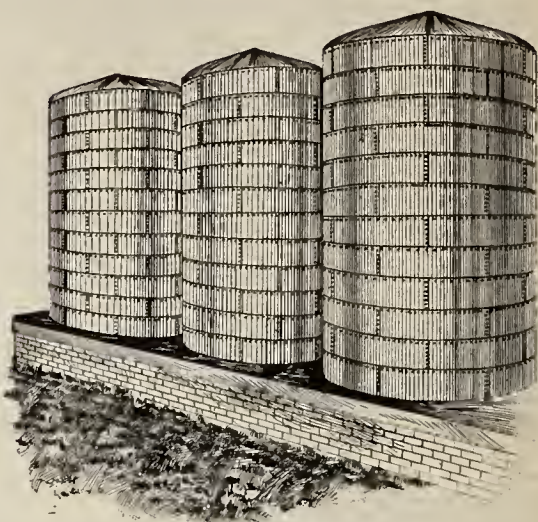
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Iron and Steel

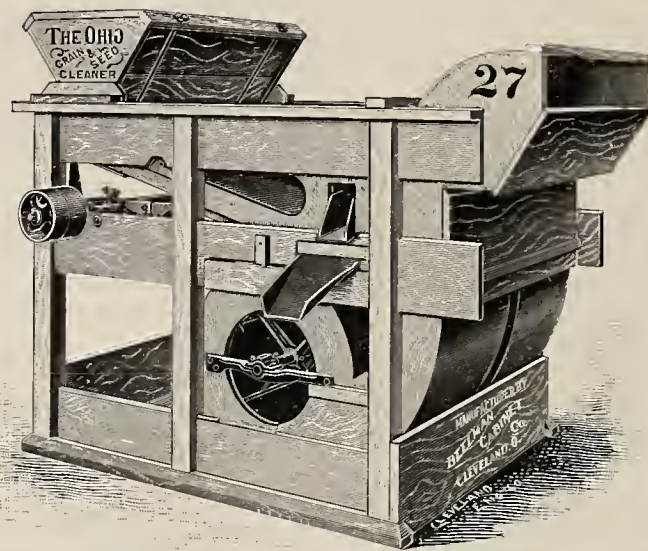
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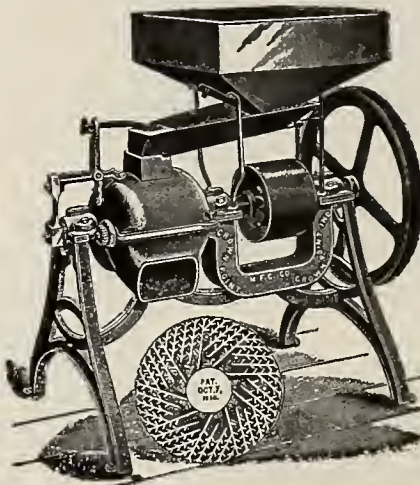
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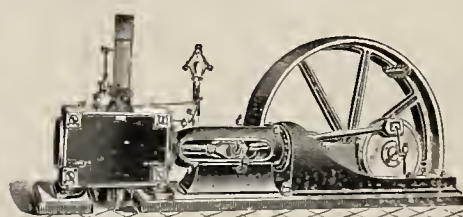
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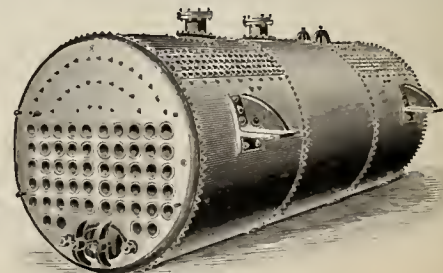
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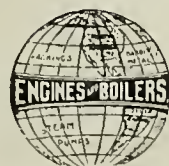
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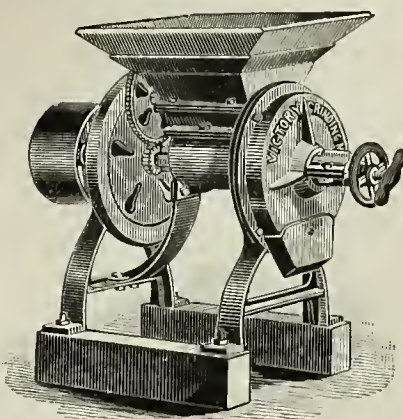
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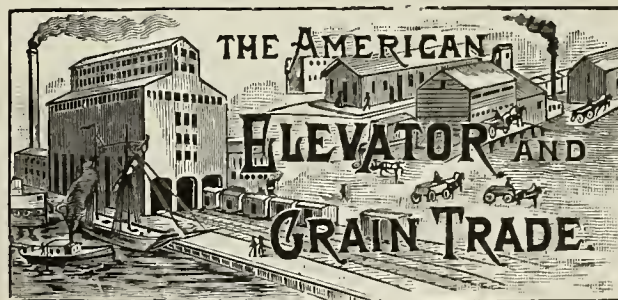
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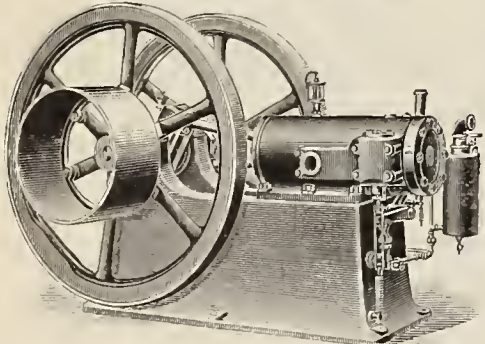
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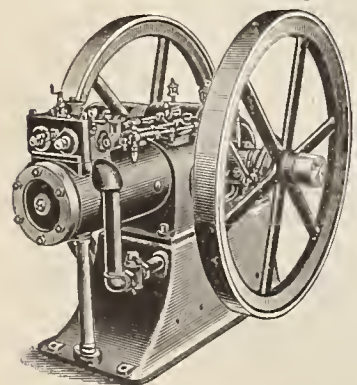
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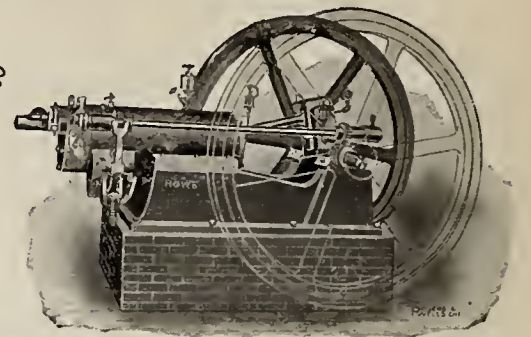
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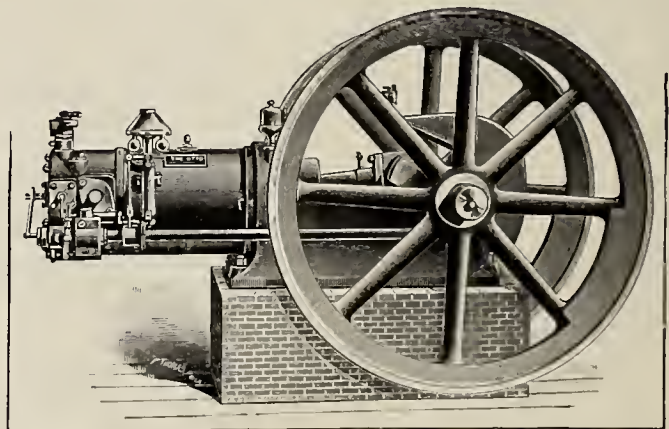
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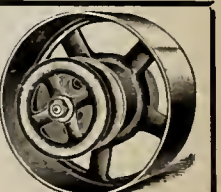
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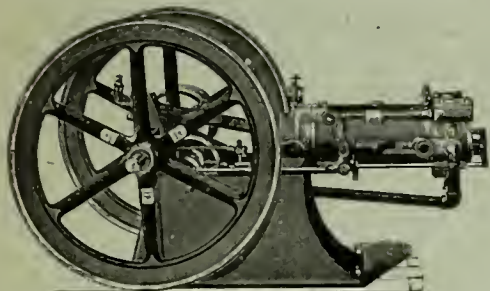
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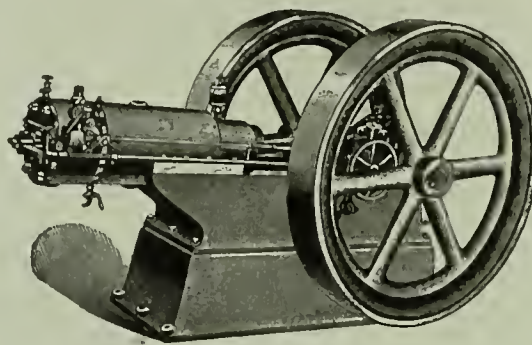
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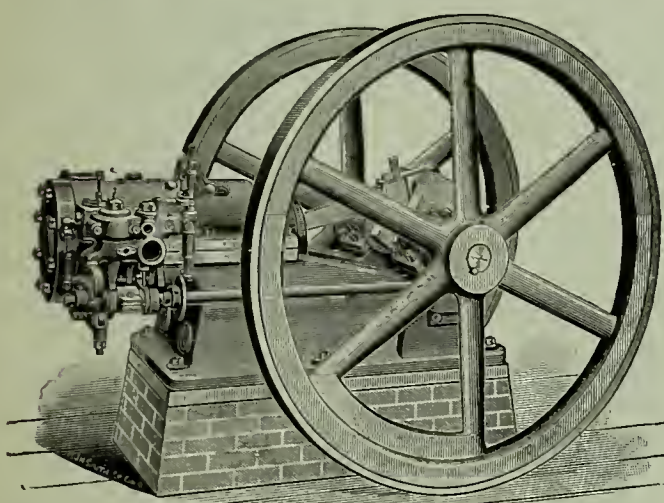
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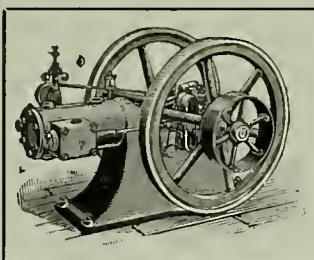
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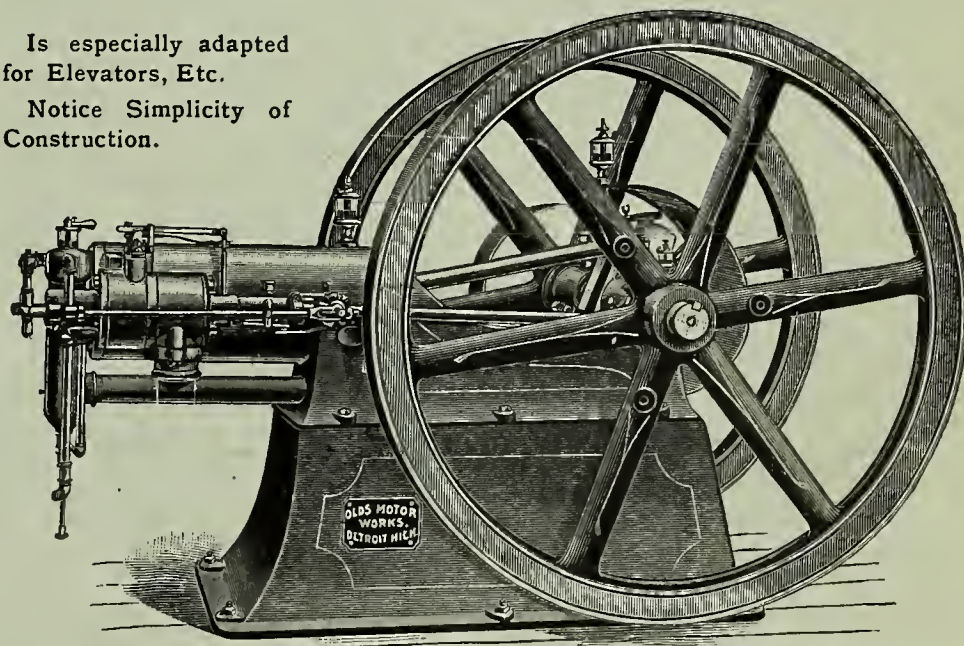
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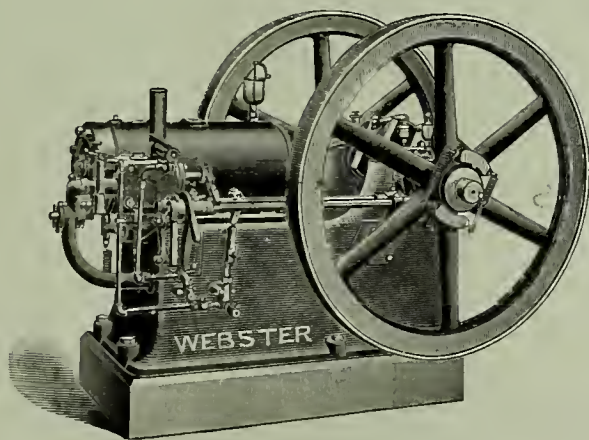
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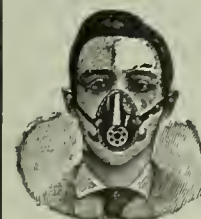
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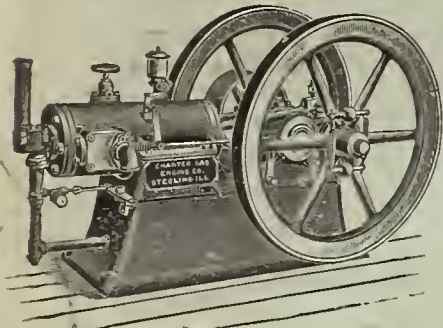
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Dusty elevator? Liable to fire and dust explosions?  
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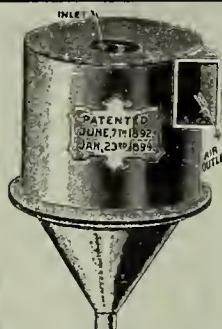
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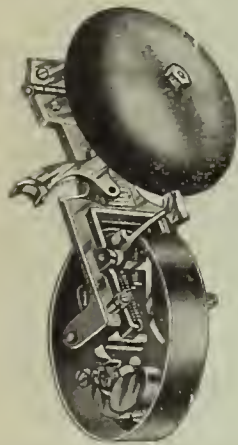
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THEY PREVENT CHOKES IN ELEVATOR  
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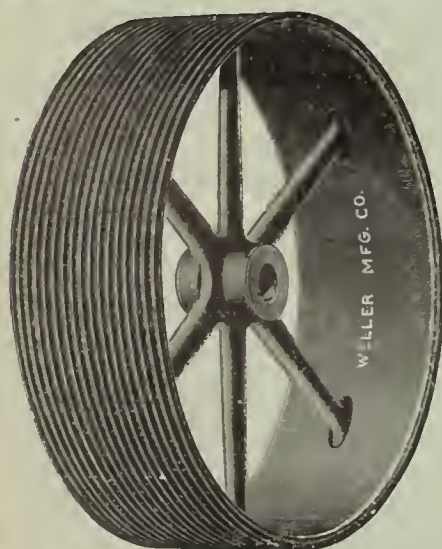
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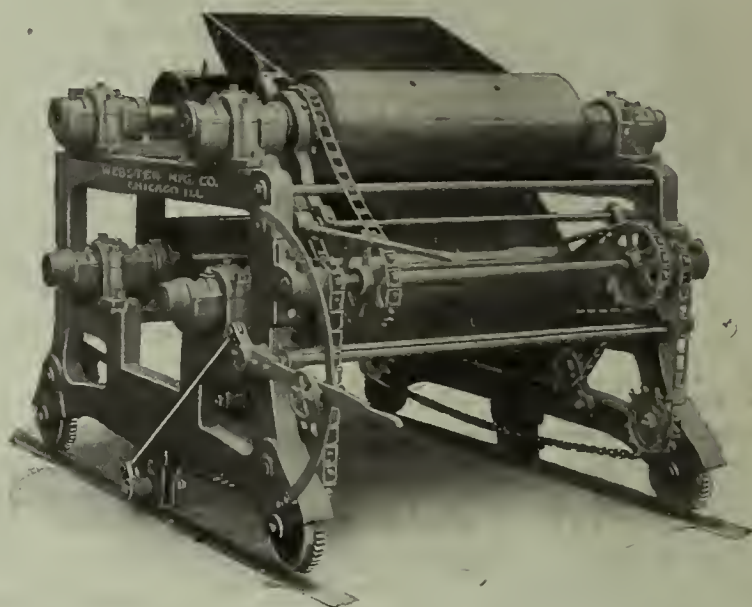
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